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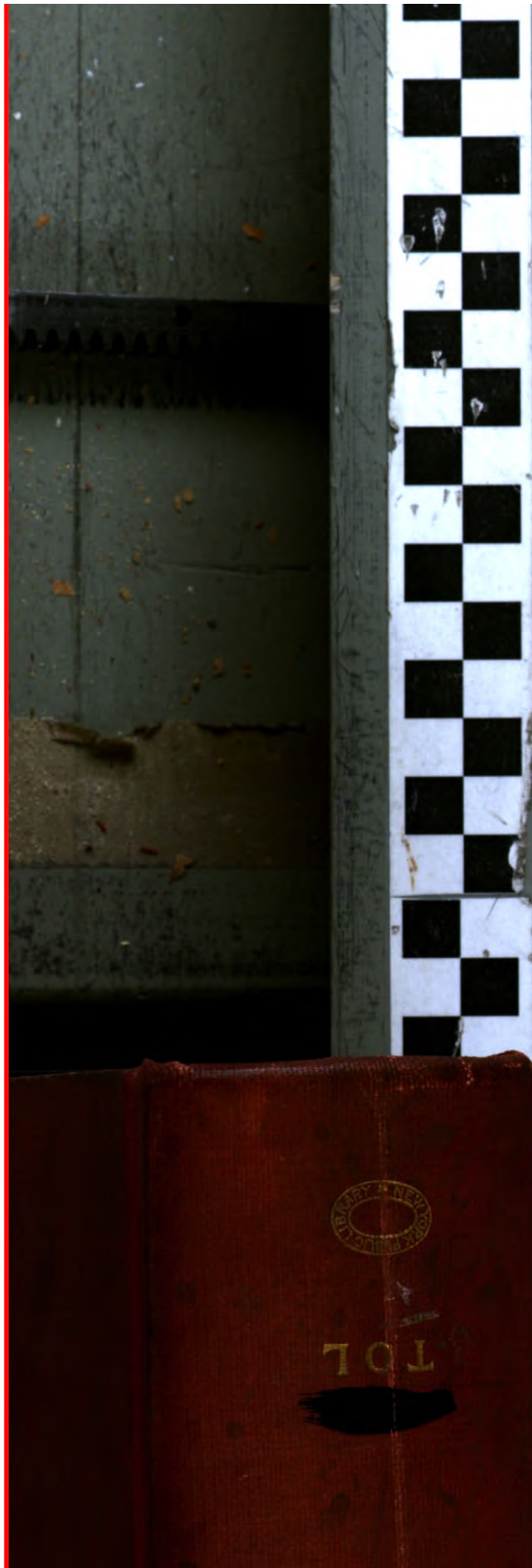
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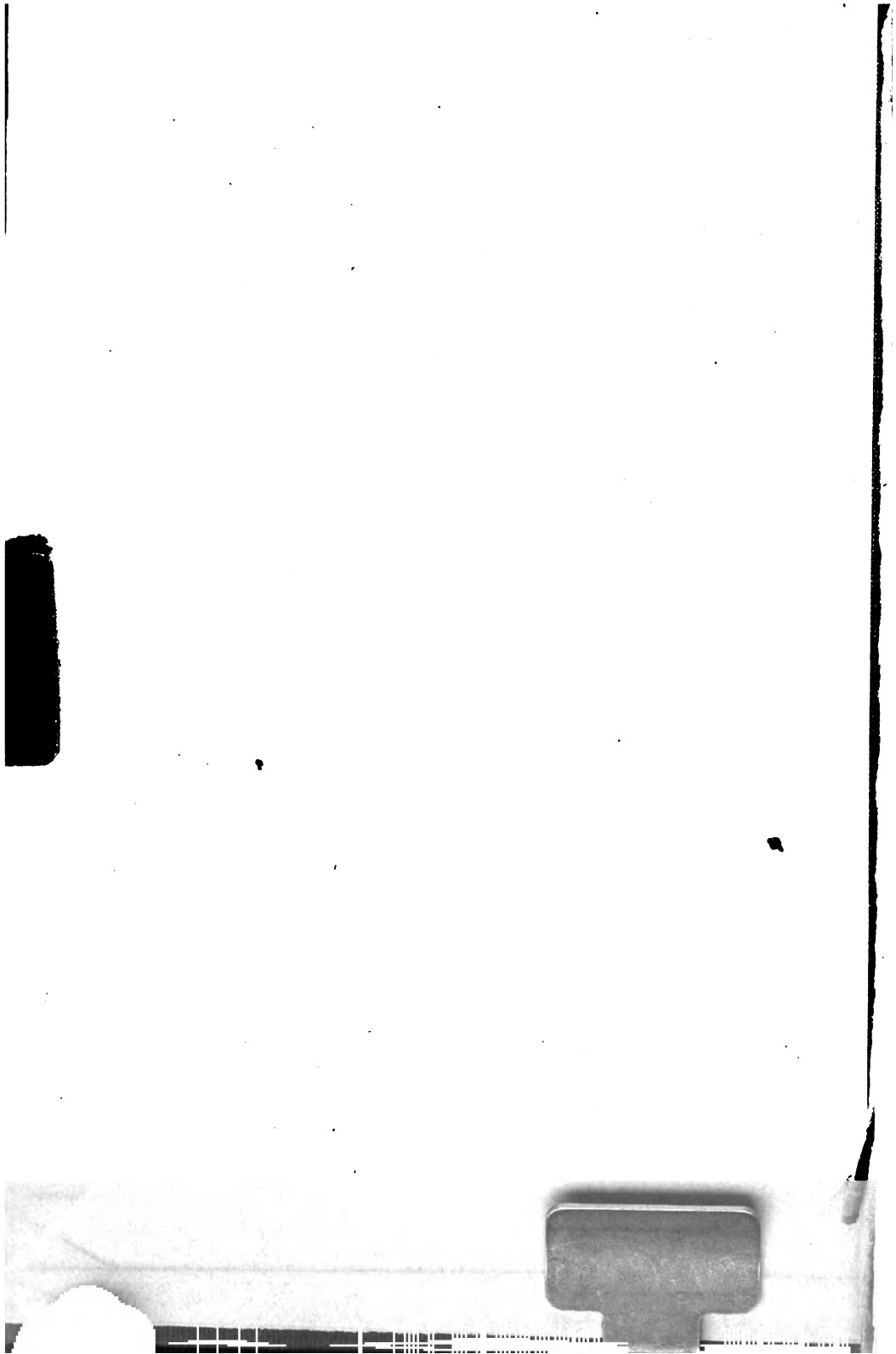




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TILDEN FOUNDATIONS.

Automobile Topics

ILLUSTRATED

The Only Weekly
Published for
Automobile Owners

EVERY SATURDAY
TERMINAL BUILDING,
PARK AVE. AND 41st ST.

[No. 403.] 8th YEAR.

PRICE TEN CENTS

Vol. XVI

NEW YORK, JULY 4, 1908

No. 13



ON THE PHILADELPHIA PIKE, NEAR LANCASTER, PA.—T. E. DAY, IN A PIERCE GREAT ARROW

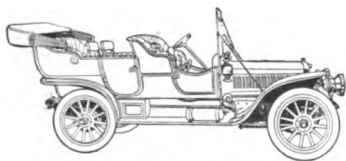
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Member A. L. A. M.

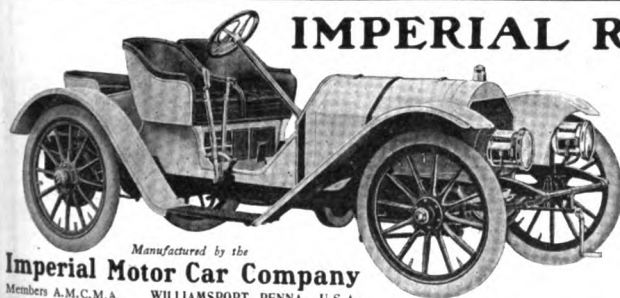
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San Francisco	Pittsburg	Seattle	Detroit
Baltimore	Minneapolis		

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WRAPPED TREAD TIRES
CASINGS BEST TUBES
 ASK USERS
THE DIAMOND RUBBER CO.
AKRON, OHIO

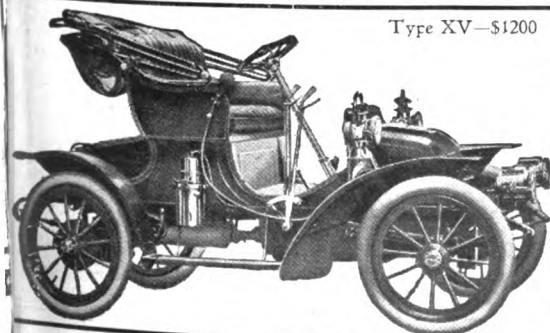


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Type XV—\$1200

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The one motor car that has successfully taken the place of the horse in the physician's professional rounds. It is less expensive to maintain, easier to run and care for and is capable of unlimited work. So many physicians use The Autocar Runabout in their daily calls that it has become generally known as

The Doctor's Car

The car comes to you fully equipped with top, storm apron, gas lamps, gas generator, horn, etc. 12 horse-power, three speeds and reverse, direct shaft drive. Autocar patented control—spark and throttle governed by grips in rim of steering wheel—a valuable advantage. Write for catalog.

THE AUTOCAR CO. :: Ardmore, Pa.

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is here again, just as it always comes with the regularity of the malaria germ, or the hay-fever, or the June bug; only it becomes more virulent as it gets older.

¶ The Whooper Company—so Dame Rumor says—will have a world-beater in the shape of a motor that has **MORE CYCLES** to it than you have fingers and toes, to sell at ———\$. Just wait and see.

¶ The Spouter Company has something up its sleeve that will be a combination of features as variegated as the ingredients in a mince pie to sell at ———\$. They will show you later.

¶ The Holler Company has a new startler of the wait-till-we-show-you-and-get-left kind, a conglomeration of metals so diversified as to make the most enterprising experimenter in, and mixer of, metals quit his job in disgust, and it will sell at ———\$. A lick and a promise.

¶ And so it goes on—if you have been in the business long enough you will know the story.

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¶ We have found that with Maxwell principles of automobile construction and with honest manufacture and decent selling methods old terra firma is a good enough place to do business on, and we are going to stay on earth, saving ourselves the trouble to come down again after the soaring flights of fancy in which some of our friends now indulge.

¶ We are in the automobile business for the profits that are in it, and we are satisfied with the results. It pays to build the only good moderate priced automobile. Our dealers are satisfied, for they, too, find legitimate effort rewarded with a legitimate profit. Maxwell owners are satisfied, because they know that they possess a car that will give satisfactory service at minimum expense, every day in the year, and that looks as stylish and imposing—without extra charge for the style and imposition—as the highest-priced cars made anywhere. Being built upon well-tried design and honestly made, they are free from the find-me-out-later-on handicap of some other manufacturers.

¶ We will sell Maxwell cars, some ten thousand of them, at legitimate prices—prices high enough to give to our dealers and to ourselves a legitimate profit and low enough to give to every purchaser the full value of his money.

¶ The only change we will make will be in the distribution of profits resulting from the sale of Maxwell cars. Here the new arrangement will favor the individual dealer, giving the hustler the hustler's reward. If you are a hustler we want you and you will want us. So let's get together as soon as possible. Write to me now, telling me something of your territory and its sales possibilities, and I will communicate with you and tell you of the new Maxwell selling plan, the plan for business-getters.

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President

MAXWELL-BRISCOE MOTOR CO.

Members A. M. C. M. A.

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Factories: TARRYTOWN, N. Y. NEWCASTLE, IND. PAWTUCKET, R. I. CHICAGO, ILL.

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In bringing out this new model we do not in any way retract any claims that we have made for the six-cylinder car, which we are firmly convinced is the highest type of automobile construction. In response to a demand for a larger and roomier car than our twenty horse-power, four-cylinder Model R, and more moderate in price than our Light Six, we have produced the Model X. This model supplies a demand for a four-cylinder car a little larger and more powerful than the Model R, which has been discontinued. The owner of the Model X can feel that the well-known features of the Model R are embodied in his car, together with the advantages of more room and power. In brief, the Model X is an enlargement and refinement of the Model R, representing the most advanced ideas in automobile designs, together with Stevens-Duryea construction and workmanship, which have been proven absolutely correct.

THE UNIT POWER PLANT and **THREE-POINT SUPPORT**

This construction, which has made the name "Stevens-Duryea" synonymous with motor car efficiency, is retained. Stevens-Duryea cars were built on correct principles in the beginning, and at no time have any radical changes been made in their design.

PRICE, in standard finish and equipment, \$2,750.00
Chassis, 2,400.00

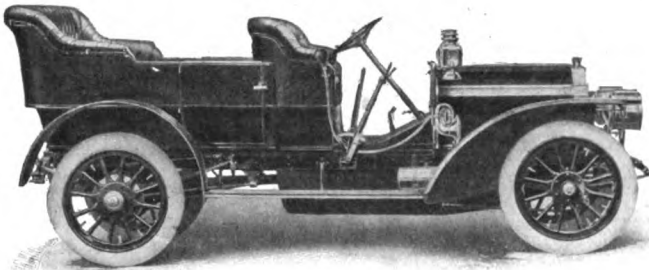


Stevens-Duryea Company
Chicopee Falls, Mass.

Member A. L. A. M.

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Garford



THOUSANDS of skilled engineers and brilliant inventors have contributed to the ideas required to produce the present "TYPE" of autos.

We have contributed our share of these ideas. We do not claim credit for the "TYPE," but we do claim to be the first to recognise its existence and the desirability of adhering to it.

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1372 East 12th St., Cleveland



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when a Patterson Wireless Dry Battery Holder will obviate all trouble from loose connections, dampness and mistakes in connecting up.



**Dry Battery Cells fit into
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descent Lamp
into Socket**

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OPINIONS of the YEAR BOOK International Motor Cyclopaedia

I have examined carefully the International Motor Cyclopaedia, and wish to congratulate you upon the thoroughness and accuracy of the work. It was a tremendous undertaking on your part, but it has been justified by the successful results which you have achieved. The book is not only most useful, but well nigh indispensable to those who are in any way interested in automobiling.—Charles Thaddeus Terry.

I have just received my copy of the Year Book (International Motor Cyclopaedia), and to say that I am surprised at the wonderful amount of information contained therein, is putting it mildly. You are certainly to be congratulated, as the book is of wonderful value to every motorist. My copy is on my desk ready for reference, and I know I will use it very often. Trusting that you will issue yearly supplements, my order for which I herewith hand you, I am.—Walter E. Metzger.

Enclosed please find check in payment of bill for one copy of the International Motor Cyclopaedia. I also wish to compliment you on this unique and complete volume, which is a valuable and necessary addition to any library.—JOS. W. JONES (Jones Speedometer).

Enclosed find check for \$10 for your Cyclopaedia. It looks to be very useful and complete. Wishing you success.—Harry N. Allen.

The I. M. C. as a year book is thoroughly representative and comprehensive. It will enhance and sustain the dignity of the automobile industry. It is a work which does its publisher great credit.—Charles B. Shanks (Winton Motor Carriage Co.).

Allow me in this connection to most heartily congratulate you on the tremendous undertaking which you so successfully accomplished in publishing your cyclopaedia. I consider that you have done the automobile trade a vast amount of good—more than many of them appreciate, doubtless. I consider this the finest thing for the automobile industry, sport and trade that I have ever seen.—Lawrence P. Hardy (World).

My copy of your cyclopaedia has just come to hand, and I want to congratulate you on the performance. It certainly is a most excellent piece of work. I have always believed that a year book was wanted in this trade, and I sincerely hope that its value will continue to increase from year to year, as it undoubtedly will.—Hayden Eames (Studebaker).

Please find enclosed check for \$10 in payment for your Cyclopaedia. The work is a very interesting one and should commend itself to every motorist who is at all interested in obtaining the most substantial information yet offered, and I am satisfied that every motorist who has the price of one of these, should immediately supply himself with a copy of this valuable work.—F. J. Wagner.

Your book received and it is, I am sure, worth double the \$10 which you will find enclosed.—Duncan Curry (N. Y. American).

I wish to compliment you on the production of this monumental publication. I am sure that no one other than yourself appreciates the prodigious amount of labor expended upon this very valuable work. I asked the book a dozen test questions, every one of which it answered completely and satisfactorily.—Winthrop E. Scarritt.

Enclosed find my check for ten dollars (\$10) in payment for your Motor Cyclopaedia, with which I am very pleased. It is worth ten times the price to anybody interested in automobiling, and to a newspaper man it is priceless.—W. J. Morgan (N. Y. Globe).

Am surprised to find the fund of information contained therein. It certainly fills a long-felt want for something to give concrete facts on the industry which is becoming one of the largest manufacturing interests in this country.—H. T. Clinton (A. L. A. M.).

It is well worth the price in itself.—John C. Wetmore (Evening Mail).

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Upon my return home I find your cyclopaedia, and after looking through it must comment you very highly not only for the appearance of same, but the good information contained therein.—Charles M. Hall (Badger Brass Mfg. Co.).

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For the Public

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For the Sportsman

A Racing Almanac

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Compendium**

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**A Guide to Clubs and
Associations**

For the Tourist

A Touring Guide

For the Business Man

A Trade Directory

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and

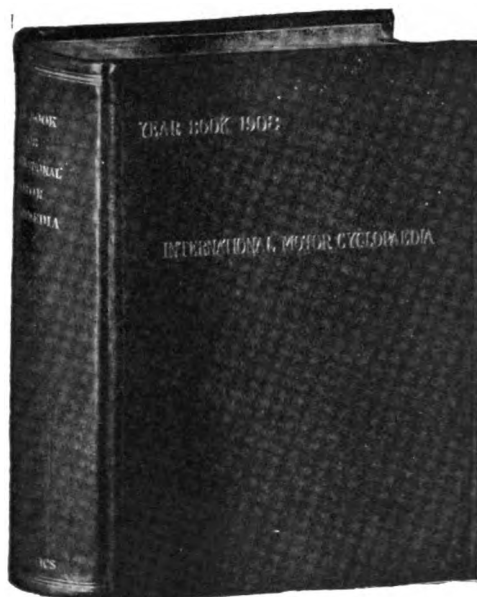
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1140 Pages

548 Illustrations

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YEAR BOOK 1908



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Automobile Topics **Terminal Building, Park Ave.
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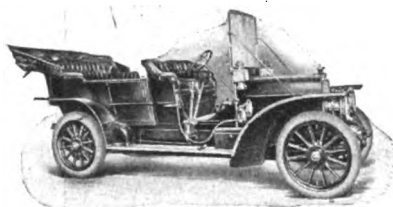
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1909
Models
Now
Ready



Imme-
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veries

Write for complete catalogue and book of customers' letters. How well we have succeeded in building the best motor car in all the world is told by our customers themselves who, as a class, are the most prominent men of affairs in this country.



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The time to consider the Republic tire is when you have time, and no use for a tire.

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Chicago, Ill., 116 Lake Street
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St. Louis, Mo., 3964 Olive Street
Pittsburg, Pa., 136 Sixth St.

Seattle, Wash., 1419 Broadway
Denver, Colo., 1721 Stout Street
San Francisco, Cal., 119 Beale St.
Cincinnati, O., 8th and Walnut Sts.
Toledo, O., 2815 Monroe Street
Indianapolis Ind., 208 S. Illinois St.
Cleveland, O., 1120 Euclid Ave.



AJAX
WRAPPED TREAD
TIRES

What stronger proof could there be of Ajax Material and Workmanship?

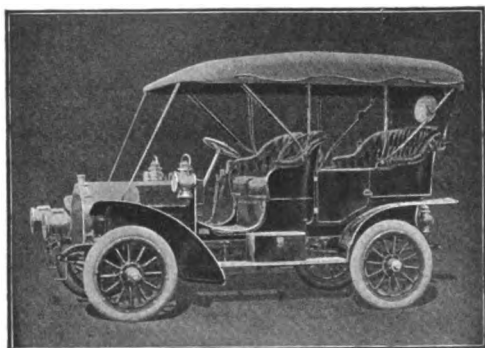
Write for copy of guarantee stating what size tire you are using.
Address Dept. C.

AJAX-GRIEB RUBBER COMPANY
GENERAL OFFICES:
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Factories, Trenton, N. J.

BRANCHES:

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Chicago, 1518 Michigan Ave.
Detroit, 743 Woodward Ave.
Denver, 1529 Cleveland Place
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San Francisco, 460 Golden Gate Ave.
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Springfield Metal Body Co.
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AND LANDAULET BODIES**

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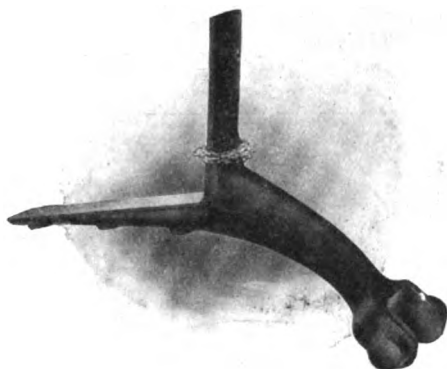
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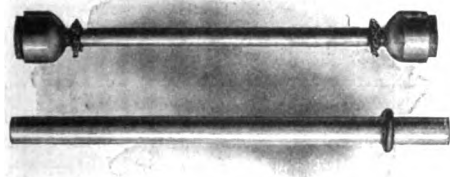
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**ACCURACY, RELIABILITY
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It paves the way to larger profits, with more satisfactory results than by any other process. Our wide experience in the art of Electric Welding enables us to give you valuable information as to how the parts should be prepared so as to produce the best results at a minimum cost.



CONSIDER ELECTRIC WELDING



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It involves a great saving in **TIME, LABOR AND STOCK**—items that mean actual money values to you.

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"The Simple Generator"



NONE "JUST AS GOOD"

We beg to notify Manufacturers, Jobbers and Dealers in Motor Cars, Motor Boats and Accessories, that we have in preparation a complete

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Our line will show more and better Lamps than ever before. Prices will continue competitive, while burning qualities, finish, style and durability remain unexcelled. Wise buyers will not place orders until they have seen the Dietz improved Headlights and Searchlights, Dietz Popular "Handy" Generators, Dietz Electric Headlights, the Dietz varied assortment of Oil Lamps and our new Motor Boat Equipment.

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R. E. DIETZ COMPANY

Established 1840

A CARD

DIETZ

MOTOR CAR LAMPS

MOTOR BOAT LAMPS

TRADE *Raybestos* MARK

BRAKE LINING

Has No Equal for Wearing Qualities

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Manufacturers of Raymond Brakes



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A mileage guarantee goes with every tire

Made to fit the standard Clincher rims

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YOU NEED

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Maps and Routes**

THEY give in handy form accurate information for over 170 tours, covering over 20,000 miles of roads. See the Map and Route in this issue as a specimen. These Tours are sold at the rate of 10c. each, postpaid.

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A car that has *quietly* taken its place among the leaders. The reliable

Studebaker

General Office
CLEVELAND, OHIO
Factory at
SOUTH BEND, IND.

In Principle, in Design, in Construction, in Service, in Durability—THE BEST
RADIO STORAGE BATTERY

"The Result of a Decade of Careful Experimenting"

Here are a Few Points for the Automobile Owner:

No screws, nuts, or washers are used; no possible way for leakage to occur. *All weak points are overcome.* The RADIO has a longer life than any other battery; it has greater capacity; the voltage of every cell is *uniform* and constant. *Capacity* the greatest for weight and size. Cannot Short Circuit even under water.

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Unoccupied Territory



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**With body and full equipment,
lamps, tools, horns, etc.,—
five-passenger - - - \$5,000**

**Seven - passenger body with
full equipment - - - \$5,250**

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By special arrangements made during the European trip from which Mr. Gallaher has just returned allowance for duties bring the American prices down to approximately the prices for foreign delivery, which remain unchanged.

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Vol. XVI.

NEW YORK, JULY 4, 1908

No. 13.

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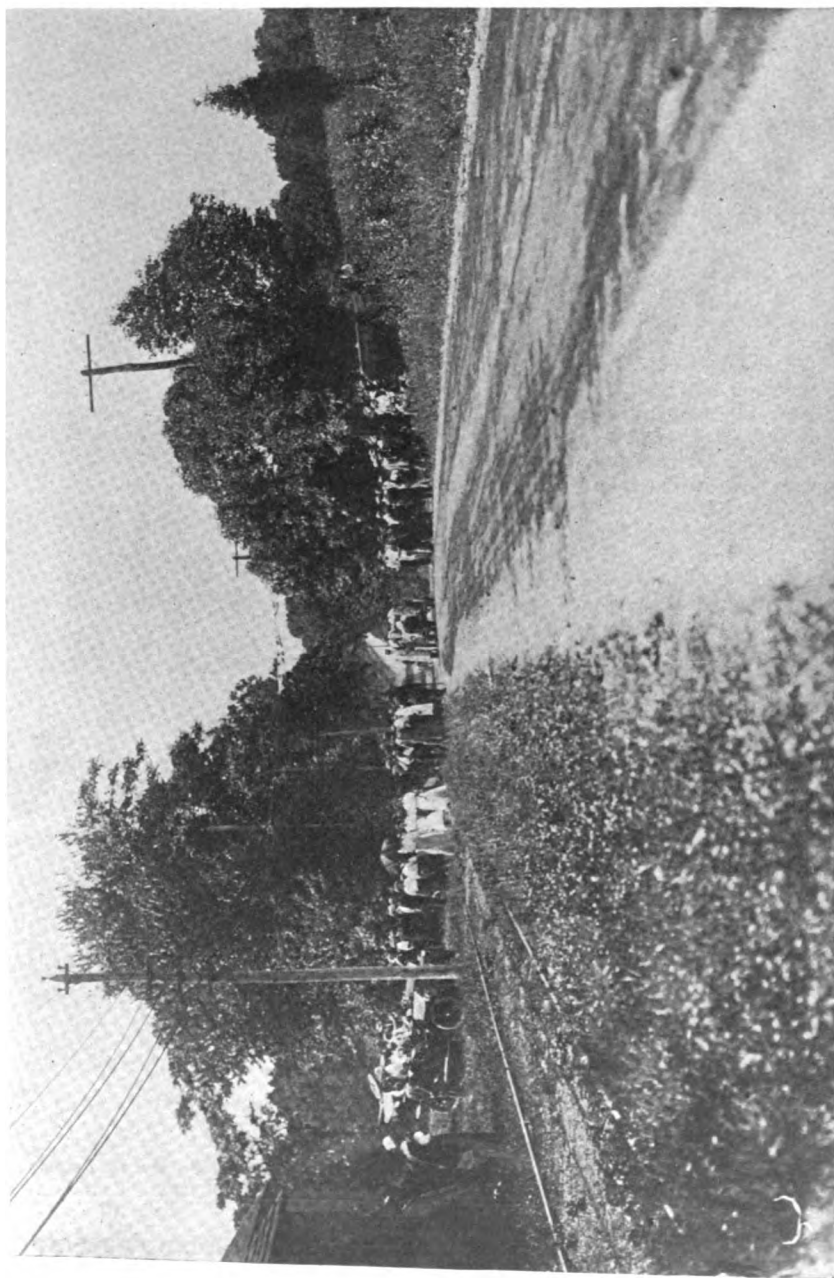
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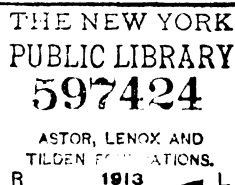
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Automobile Topics

Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

Vol. XVI.

NEW YORK, JULY 4, 1908.

No. 13.

T O P I C S

We do not believe there are as many motor-phobes, or even of people mildly hostile to the automobile, as there were several years ago. There is, of course, still more or less clamor against the automobile, especially when it falls into the hands of reckless or unscrupulous persons and inflicted harm upon its occupants or the general public. But this is both natural and inevitable, and it will be a great many years before it disappears entirely. What we have in mind is the disappearance of the feeling that the automobile is an ephemeral manifestation of general cussedness, sent to temporarily afflict a long suffering world and to be eliminated when the time comes. To those who took this view the automobile had no good reason for existence; the advantages it possessed were more than counterbalanced by the harm it did. Noisy, ill-smelling, dust-scattering abomination it was held to be, and nothing but its disappearance from the face of the earth would avail to abate the nuisance. Such talk is rarely heard now, chiefly because the value of the automobile is more clearly recognized, and with this recognition has come the knowledge of the vast good the motor vehicle does and its unmeasurable superiority to any or all horse-drawn conveyances.

It is estimated that 10,000 automobiles will tour New York State during July and August. This means at least three times that many persons passing through and lingering in the State and spending money every way they turn. The aggregate sum that they will leave behind them cannot, of course, be figured accurately, but it is undoubtedly a very large amount. New York will get this windfall chiefly because she welcomes rather than repels the motoring stranger within her gates.

Whatever wobbling may have been apparent to those behind the scenes, the Chicago Automobile Club appears to be now firmly intrenched as an ally of the American Automobile Association. But it was a close call if people in the know are to be believed.

Among the distinguished personages who have taken boxes for the races at Elkwod Park, Long Branch, which are to be run to-day, are Governor Fort and United States Senator Briggs. The latter has just purchased an automobile and the former is said to be casting sheep's glances at one. At first blush this might seem encouraging, indicating that possibly the persecution of motorists in New Jersey will be conducted on a less severe scale. But the fallacy of such a hope is apparent when it is remembered that Senator Frelinghuysen, the arch enemy of motorists, has been an automobilist for years.

Civic pride is a possession that few clubs have been credited with having. Moral: Avoid offending an organization's civic pride if you want to affiliate with it.

On some race tracks fences are regarded as being merely ornamental. A suggestion was recently made that a certain shaky fence be strengthened, but one of the promoters negatived the proposal, saying that if anyone went over the bank at this point the fence would not interpose any material obstacle. There should be a feather-bed or something of the kind on the other side of the fence to receive the car and its occupants when they went over.

Some very wonderful "touring bodies" were seen in the Prince Henry Cup race. An expert could not tell the difference between them and racing bodies except that they held more than two persons.

A Massachusetts judge has passed upon the legality of the automobile horn. Between those who object to the horn being sounded and those who consider it a natural and even a necessary thing, the lines have been drawn and nothing would do but to obtain a court decision on the subject. "Automobiles have as much right in a roadway as carriages, and chauffeurs are quite within their rights in sounding a horn to give warning," declared Judge Sherman in the Norfolk (Mass.) Superior Court in a case which involved the responsibility for accidents alleged to be caused by horn blowing.

What would a Glidden tour be without the ubiquitous Glidden? Satisfaction will be felt now that the official announcement has been made that Mr. Glidden will be present during this year's tour as of old.

A spike-studded plank is the adjunct of a Pacific coast police official who is after such big game as motorists. If a car is not brought to a standstill quickly enough to suit him, the plank is thrown down and one of its spikes, at least, is likely, to have a duel to the death with one of the tires.

The horse, being an intelligent animal, should hail the automobile as a friend. Its destiny is to free him from the arduous labors now imposed upon him and restore him to his former state of ease and comfort. Such at least is the contention of M. Lautard, who recently delivered in Paris before the Societe Protectrice des Animaux an address on the horse, with incidental references to the automobile. M. Lautard traced the history of the horse, associating it with the conquests of glory and of love, and said: "The automobile will free the horse from his unnatural suffering. The automobile will lift the surplus burden from the horse and in time it will be the means of sending him back to his natural surroundings, his

natural uses and treatment. The automobile will not 'kill' the horse: it will conduce to his advantage. The horse will return to his natural sphere. He will resume his place in the field of utility or of luxury, and when each day is done his work will be done."

Dr. Heaton, the Missouri motorist who is touring through Europe with the determination of keeping his expenses under \$3 per day, has broken all previous records. He has got his expenditures down to \$2.59 per day, thus proving that he really is from Missouri. This low water mark was reached in Switzerland, in a district that is considered one of the most expensive in that country. In spite of this and the heavy mountain climbing, the expenses for two persons for the week ending June 13 were: Hotels, \$22.10; gasolene, \$8.90; cleaning, garage, laundry and sundry expenses, \$5.30. Total for two persons, \$36.30. This amounts to \$18.15 a week, or \$2.59 a day, for one person. Which is going some.

Members of the Grand Rapids Automobile Club have discovered a new field for their charitable labors. They recently supplemented an orphans' outing by planning to give the old people of the town a similar treat.

Agricultural implement and farm machinery concerns report that they are closing one of the most remarkable seasons that they have ever had in Indiana. The prosperity which is being so widely experienced is said to be due to the use of automobiles. Many local companies are using cars for reaching their rural patrons, their salesmen thus covering more territory at less expense and in shorter time than formerly.

Toledo, O., citizens are to be treated to a novel contest. There is an project on foot to hold a race between an automobile and the latest flying machine of Roy Knabenshue. The distance of the race is 121 miles and the airship will be able to take a short cut across a corner of Lake Erie, which is expected to put it on an even footing.

A story comes from across the water to the effect that the mayor of a Spanish town resigned his office because some of the townspeople threw stones at automobilists. Hereabouts municipal officials do not, as a rule, take motorphobic attacks so much to heart.

A novel which is to come out very soon, and which deals with a transcontinental race, while intended mainly for motorists yet caters almost equally to non-motorists. The announcement sent out says that for those not particularly interested in automobiling a love story is thrown in for good measure. Those who don't like love stories are recommended, tacitly, to take the other horn of the dilemma and read about automobiles and the people they carry.

An Eastern potentate who recently ordered an American automobile is having his troubles. To protect the car from the depredations of fanatic tribes it is to be loaded upon the backs of camels, which will convey it across a desert. Mountains are to be climbed and rivers crossed, but the eager monarch is confident that the car will ultimately reach him safely.

Foreign Affairs Committee of the A. A. A.

Carrying the war into Africa—or into Europe, to be quite exact—is the step that has been decided upon by the American Automobile Association in its efforts to obtain recognition at the hands of the European automobile clubs.

The official statement concerning the matter was given out this week by Secretary F. H. Elliott, of the A. A. A., in which it was disclosed that a special Committee on Foreign Affairs had been appointed. Furthermore, it was stated that it was likely that an effort would be made to secure recognition of the A. A. A. at the next Congress of Recognized Automobile Clubs. The statement is as follows:

"To the end that governing bodies abroad may be accurately informed as to American conditions and concerning the standing of the American Automobile Association as the national governing body, both in racing and as the central organization for the dissemination of touring information, the procurement of proper motor legislation and the promotion of the present movement

for good roads, President Hotchkiss, of the American Automobile Association, has appointed a special Committee on Foreign Affairs, composed of Messrs. William K. Vanderbilt, Jr., Jefferson DeMont Thompson, A. G. Batchelder, S. A. Miles and Robert Graves. All of these gentlemen will be in Europe this summer, and most of them will attend the Grand Prix race at Dieppe on July 7. Indeed, it may be possible that after conference in Paris this committee will be represented at Ostend and then officially bring before what is known as the International Association of Recognized Automobile Clubs the exact facts as to our American conditions. Recent advices from Europe clearly indicate that the leading motorists abroad are not acquainted with these facts and thus have been easily misled by interested agents on the ground.

"The committee above named have been given large powers, and it is believed will make it clear abroad that there is and can be but one national body in the United States."

Chicago Club Will Not Affiliate

The American Automobile Association has scored a notable victory in its battle with the Automobile Club of America. After apparently hesitating, or at least taking the matter under consideration, the Chicago Automobile Club has definitely decided not to enter into an alliance with the Automobile Club of America. The information was given out late last week by Secretary F. H. Elliott, of the A. A. A., his story being headed: "Chicago Automobile Club unanimously rejects proposition to become affiliated with Automobile Club of America." He went on to say that Secretary S. S. Gorham, of the Chicago Club, authorized the statement that "at a recent meeting of the board of direc-

tors of that club the following resolution was unanimously adopted":

"Resolved, That the Chicago Automobile Club respectfully declines the invitation of the Automobile Club of America to withdraw from the Illinois State Automobile Association and thereby from the American Automobile Association and to join with the Automobile Club of America in an effort to control American motor racing."

In connection with the above action, it may be stated that Mr. W. E. Scarritt, one of the directors of the Automobile Club of America, went to Chicago recently as a representative of the last-mentioned club and laid before the directors of the Chicago Automobile Club

a plan whereby such club could associate itself with the Automobile Club of America in an effort to regain the control of racing, once held by that club, but in 1902 voluntarily surrendered by it to the national governing body, the American Automobile Association. After full consideration, the Chicago Automobile Club, which has a handsome club house in the business center of the western metropolis and whose membership is large and representative, rejected the New York club's proposition unanimously, as above announced. It is understood that this action was based upon the following consideration:

That control of motor racing cannot in the United States be vested in any one, or even in several clubs, but only

in an organization which is national in its character and thus able to command the confidence and support of American manufacturers; that the invitation of the Automobile Club of America ignored the civic pride of the members of the Chicago club in that it involved an admission on the part of the Chicago club that the Automobile Club of America was so far the premier club in the United States as to be the only club through which the Chicago club could communicate with foreign bodies; and that there was already a national body existent in the United States which had had control of racing for several years, had associations and clubs in a majority of the states, enjoyed the support of the associations of manufacturers and was truly national in its character.

Committees Named by Savannah Club

Savannah is not letting the grass grow under its feet in its efforts to make the race for the Grand Prize of the Automobile Club of America, to be run in the Georgia city on Thanksgiving Day, a huge success. At a recent meeting of the club the following local committees were appointed to look after the various matters and details allotted to them.

Course—To have in charge the complete building of the course, oiling, marking the danger places, curves, building bridges, if any are necessary; in short preparing the course for the racing cars: Harvey Granger, chairman; F. C. Battey, George W. Tiedeman, George J. Baldwin, J. Ward Morte, N. H. Van Sicklen.

Publicity: A. W. Solomon, chairman. This committee will work as it did with the March stock car chassis races, though its work will be broader and more arduous.

Program and Privileges: J. J. Raders, chairman.

Hotels: J. A. G. Carson, chairman; George J. Baldwin, vice-chairman.

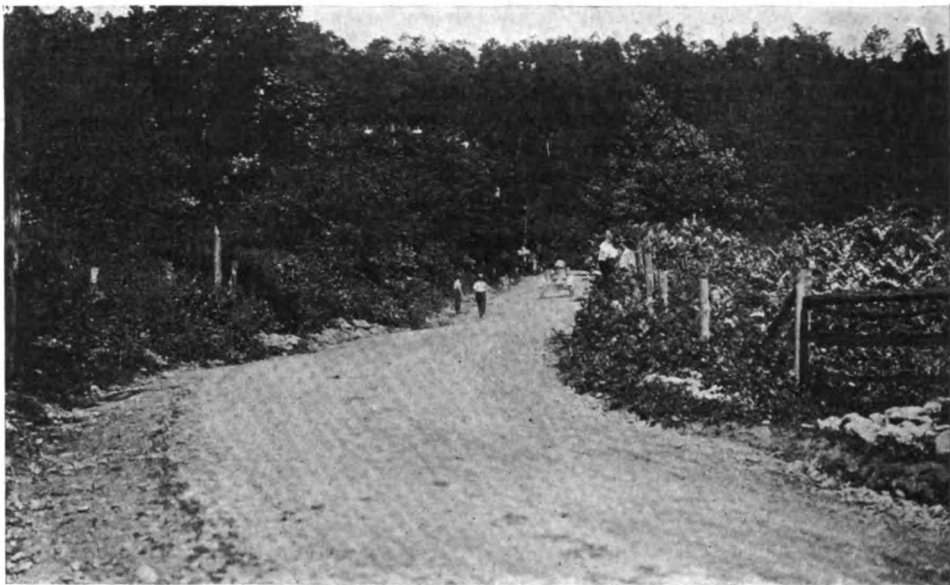
Grand Stand and Park Privileges: R. M. Hull, chairman. This committee is to see that the grand stand is enlarged, that additional parking places are marked out and must set the prices, with the consent of the executive committee, for the seats, boxes, etc. An additional row of boxes will be built.

Information and Reception: George W. Tiedeman, chairman.

Military and Patrols: This committee will be composed of the commanding officers of the Savannah military, captains, majors, colonels. They to select their own chairman.

D. H. Morris to Attend Ostend Congress

Dave H. Morris, a former president of the Automobile Club of America, sailed for Europe last week. He will do some touring abroad and will also attend the Congress of Recognized Automobile Clubs at Ostend next week as special representative of the A. C. A.



Stroudsburg Meet Furnishes Good Sport

Despite the fact that it was its first attempt at contest promoting, the Monroe County Automobile Association of Stroudsburg, Pa., has reason to feel proud of its four day's carnival, which was held at this mountain town on June 24, 25, 26 and 27. The affair started with a simultaneous reliability run to Stroudsburg from Philadelphia and New York. Following this there were interesting hill-climbing contests, speed trials and gymkhana games at the Monroe County Agricultural Society's Fair Grounds on the last day.

Stroudsburg has many advantages for such events as that held last week, there being many splendid automobile roads in its vicinity, and the hotel accommodations are more than ample. The Delaware Water Gap and several other places are nearby, where all the spectators can be taken care of advantageously.

A creditable feature of the carnival was the manner in which the crowds of spectators were handled by the mem-

bers of the Pennsylvania State Constabulary. There were not many of these men on duty, but they kept the roads that were used for the events clear at all times without the slightest difficulty. New York motorists who were familiar with the policing methods at some of the past contests in and around the metropolis were very favorably impressed with the work of the Stroudsburg guardsmen.

As there had been little rain just previous to the carnival, the dust nuisance was very much in evidence, to the dissatisfaction of the spectators. It was pointed out that a sprinkling of oil, at a small expense, would have done away with this disagreeable feature. Doubtless the dust question will be properly taken care of at any future Stroudsburg event.

In the first day's event, the reliability run, a goodly number of cars competed. The run was divided into three classes—for touring cars, roadsters and small runabouts. The winner in the runa-

bout class was H. McKay White, of Philadelphia, with his 15 hp. Ford. Competing for the touring car prize were a Studebaker entered by the Studebaker Brothers of New York, driven by Frank Yerger; a Thomas, owned and driven by W. F. MacGraw; a Mitchell, driven by Walter M. Cram; a B. F. S., an original construction of the entrant and driven by E. S. Shetzline. The Studebaker's driver ran into police hands at Doylestown, and after this he had some tire trouble. The Thomas hit

dents were furnished the peaceful Stroudsburg citizens and others. The chief event of the day was the Delaware Water Gap hill climb, up an ascent about a mile long, and it was in this that the excitement occurred. Harry Kilpatrick, driving the 120 hp. Hotchkiss car owned by Harry Levey, of New York, made a good start up the hill, and when going at what was estimated 75 miles per hour, the car struck an obstruction at one of the curves, skidded to the left and struck a telephone pole.



A MEMBER OF THE STATE CONSTABULARY ON THE JOB

a full-fledged mountain storm and ran into two trees that had been stricken down across the roadway. The other two made clean scores.

In the roadster class a tie also resulted. The Thomas-Detroit, owned and entered by George H. Stetson, and the Autocar, entered by the Auto Car Company and driven by J. F. Brown, had clean scores. A Packard, entered and owned by H. Simonin, had considerable tire trouble and was decidedly out of it.

On the second day the contests began in earnest, and some very exciting inci-

Kilpatrick remained in the car, but Stephen Carrusso, the mechanic, was thrown out about twenty feet away from the place where the car stopped. Bystanders ran to Carrusso to help him, but he scrambled to his feet, remarking, "I forgot to take the time," showing a stop watch he had been carrying. Neither Kilpatrick nor Carrusso were at all injured.

The axle was bent so that the left front wheel was twisted over at an angle of 45 degrees, but Kilpatrick was able to drive the car back to the start.

W. H. Pierce, in a Rambler touring car, made the fastest time of any of the cars that were sent up the rill, his car climbing the grade in 1 minute 46 2-5 seconds. He was allowed to start in the event for cars selling from \$1,251 to \$2,000, in which he made the fastest time of the day, but was disqualified afterwards, as the rules required that only fully equipped stock cars were eligible to compete in the event.

Harold D. Church won the event for gasoline stock cars selling from \$851 to \$1,250, his Buick climbing the hill in 2 minutes 13 2-5 seconds. Burt Clark, with a Jackson, was declared the winner of the event for gasoline stock cars selling from \$1,251 to \$2,000 after Pierce's Rambler had been disqualified. Clarke's time was 1 minute 52 seconds.

Frank Yerger, of Philadelphia, won the event for gasoline stock cars selling from \$2,001 to \$3,000 without any opposition, driving his Studebaker up the hill in 2 minutes 23 2-5 seconds. James Young, with a Zust, won the event for gasoline stock cars selling for \$4,001 and over in 2 minutes 4 seconds. Mr. Young also won the free-for-all with his Zust in 1 minute 57 seconds.

One-mile record trials at Pocono Summit in the morning and a hill-climb for amateurs on the Canadenis Hill, a grade of 1,500 feet, in the afternoon, constituted the program of the third day.

There were no accidents during the time trials, and only one mishap occurred while the hill climbing events were being run, Halstead Swan, of Brooklyn, being tumbled out of his Stearns on a curve of the road.

Kilpatrick succeeded in repairing the damage done to his Hotchkiss racer the day before and he made the fastest time with it in both the time trials and the hill climb. Other cars to perform well were the Pennsylvania, Stevens-Duryea and Stearns.

The last day of the carnival was celebrated with a gymkhana event at the Monroe County Fair Grounds. The potato race was not only amusing, but also brought out much skill in the starting and stopping of the cars. H. D. Church, driving a Buick, was easily the most skillful handler of a car in this event. Spearing potatoes suspended from a line stretched across the course also tested the ability of the drivers to accurately handle their wheel and at the same time strike a given object. Jules Devinney, in a Zust, was by far the most skillful performer in this amusing event.

The Hotchkiss racer pleased the spectators by making a half-mile exhibition speed trial. The track was in poor condition, with unbanked turns, which were quite sharp, but Kilpatrick more than satisfied the spectators by making a half mile in 34 3-5 seconds.

Novel Decorative Effects for Palace Show

Even at this early day, Parisian and American artists are engaged in designing posters and scenic effects for the Ninth International Automobile Show, under the auspices of the American Motor Car Manufacturers' Association, which will be held at Grand Central Palace, New York, December 31 to January 7. H. O. Smith, Chairman of the A. M. C. M. A. Show Committee, and General Manager Alfred Reeves, intend to give the motoring public a complete surprise so far as decorations are concerned.

"It's a safe bet that the Palace will take on a far more beautiful appearance than ever before," says H. O. Smith. "Decorating schemes have already been submitted and others are in process of perfection that will turn the Palace into a veritable fairyland. It is our intention to have the Palace show eclipse anything of its nature ever held before."

Thomas Again in the Lead

The lead in the New York-Paris race has again been assumed by the Thomas, America's representative. The Thomas caught the Germans on the road on Monday, of this week, just before noon, and passed them before reaching Kainsk. It required an all-night run to do it. The Germans were overtaken only after a most discouraging struggle, however. The American machine got away from Tomsk at 4 o'clock on Sunday morning, just 15 hours behind the Protos car. It crossed the Obi river and started out over a road that was little better than a plowed mud field, and covered only 54 miles in the first eight hours, after landing from the ferry.

In the afternoon, however, there were better roads, and Sheuster let the machine out and made 90 miles in two hours. Then followed the all-night run, with Miller relieving Sheuster at the wheel. Further good progress was made, and when the stop was made for breakfast the crew heard the welcome news that the German car was only an hour ahead. Sheuster again took the wheel after a hasty meal, and at 10 o'clock in the morning sighted the flying Protos less than two miles ahead.

A race ensued for 15 minutes, with the distance gradually diminishing be-

tween the two cars. Finally the American machine took the lead.

The Thomas continued until it reached Kainsk on Monday afternoon at 5 o'clock, and then struggled on after five hours' sleep, to fight through 20 miles of mud before resting again. On Tuesday morning the Americans reached Omsk, where they learned that the Protos had stopped 30 miles east of Kainsk for repairs and would remain there for 24 hours.

The Thomas has now made the run from Irkutsk to Omsk in four days' less time than was required by Prince Borghese with the Itala car in the Peking to Paris race last year. It covered the 1,425 miles in 9 days, while Borghese made the same run in 13 days.

Omsk, where the Thomas arrived on Tuesday, is practically at the foot of the Ural Mountains, with the gradual ascent of the steppes to accomplish before the racers enter Europe. There is nothing in the road that should occasion serious delay from Omsk on, except in event of accident to the car. Omsk is 3,408 miles from Vladivostok and 5,872 miles from Paris, while the position of the Germans, 30 miles east of Kainsk, is 3,174 miles from Vladivostok and 6,108 miles from Paris.

All Ready for Grand Prix

Six o'clock A. M. on July 7th is the time set for the start of this year's Grand Prix. The Dieppe circuit will be used, the course being a triangular one, measuring nearly 48 miles around, and is to be covered ten times. The course has been gone over with the greatest care and repairs made wherever deemed necessary. The entire 48 miles has been treated with tar to lay the dust, so that this element of danger in many road races will be removed.

The entries number 49, and they will be sent off at one minute intervals. France has contributed 24 of the entries, Germany 9, Italy 6, England 6, Belgium 3, and America 1.

The Susa-Mont Cenis hill race, organized by the *Stampa Sportive* with the concurrence of *L'Auto*, and which was to have taken place June 21, has been postponed till August 9.

First Hill Climb for Pennsylvania Town

NORRISTOWN, Pa., June 27.—Repeating his success at Wilkes-Barre, Worcester and Cleveland, Willie Haupt, driving the 50-hp. Great Chadwick Six this afternoon swept everything before him in the first annual climb of the Norristown Automobile Club on the famous old Skippack Pike, racing up the mile and a fifth with a grade of from three to seven per cent. in 57.25 seconds, or at a rate of 74.15 miles an hour.

Under the broiling sun thousands of people gathered to watch the sixty-six entrants race with each other for the honors of the meet, starting with a race between small cars and ending with the great contest between the swaying "brutes," the big Chadwick, the Matheson, the Pennsylvania, the Knox dark horses and many others. The first contest of its kind ever held within one hundred miles of Philadelphia, motorists of the Quaker City and surrounding towns came in full force, and several hundred machines were lined along a roadway which was once used by Washington and the Continental Army.

With a fine macadam pike well oiled and cleaned, the course was an ideal one, though the grade was rather light as compared to some used for like contests in other parts of the country. The policing was done by a squad of the State Constabulary, which was so efficient at Wilkes-Barre, but which failed utterly here. At one time the crowds so pushed upon the roadway that the meeting was declared off and then by opening all grandstand seats and paddocks free a clear course was obtained. Electric timing was installed, but at the critical time, when the first car was due to start, it would not work, and the telephone had to be used.

Of course the big event of the day was the last one, the free-for-all, in which there were only gasolene cars,

the Stanley steamers entered failing to appear at all. The Chadwick roared up the hill like a Gatling gun, flying past the tape with its speedometer at the 78-mile-an-hour mark, and with an average of nearly 75 for the whole distance.

Zengle, in the Pennsylvania, won the event for stock cars at its price, and also another one for cars costing its price as the minimum. This car had just been driven down from the Stroudsburg events, and after this contest this afternoon General Manager R. Harry Croninger, of the Pennsylvania factory, announced his intention "of joining the outlaws," as he said, and entering his racing car at Savannah.

It is doubtful if ever such a fine body of cars entered in a similar event ever competed and finished with times so near to each other. There was no question as to the success of the meet and of holding another one next year. Solid silver trophies were presented to the winner and to the second car in each class, and a special one to Willie Haupt for having made the best time of the day.

The officials of the meet were: Honorary Referee, E. C. Johnson; Referee, Secretary E. S. Nyce; Starter, O. F. Lenhart; Clerk of Course, H. B. Lasher; Assistant Clerks of Course, J. L. Keir, C. W. Woolson; Judges, E. C. Wentz, J. D. Roberts, H. L. Smith; Timers, I. C. Minford, A. H. Roop, J. F. Boyer, J. J. McQuirk, G. M. Altamus; Umpires, Samuel Roberts, J. H. Rex, D. F. Templeton; Scorer, A. S. Hallman; Surgeon, E. G. Kreibel, M.D. The summaries:

Event No. 1—Gasolene Stock Cars, \$850 and Under.—Won by Chas. W. Mann, 18-hp. Buick, 2:18; second, J. F. Graham, 15-hp. Ford, 2:24; third, R. S. Heebner, 15-hp. Ford, 2:37; J. W. Lewis, 18-hp. Buick, 2:59.4; B. Applegate, 14-hp. Schaot, 3:41.1-5.

Event No. 2—Gasolene Stock Cars, \$851 to \$1,250.—Won by Brockway, 24-hp. Overland, time 2:11; second, C. W. Mann, 18-hp. Buick, 2:16 3-5; third, B. F. Stritzinger, 22-hp. Mitchell, 2:31; Harry Greenwood, 20-hp. Reo, 2:38 1-5; H. W. Trump, 22-hp. Auburn, 2:44.

Event No. 3—Gasolene Stock Cars, \$1,251 to \$2,000.—Won by W. J. Hays, Jr., 35-hp. Jackson, time 1:53; second, Brockway, 24-hp. Overland, 2:05 3-5; third, T. W. Berger, 35-hp. Oldsmobile, 2:15; B. F. Stritzinger, 35-hp. Mitchell, 2:26.

Event No. 4—Gasolene Stock Cars, \$2,001 to \$3,000.—Won by Len Zengle, 50-hp. Pennsylvania, time 1:36; second, A. C.

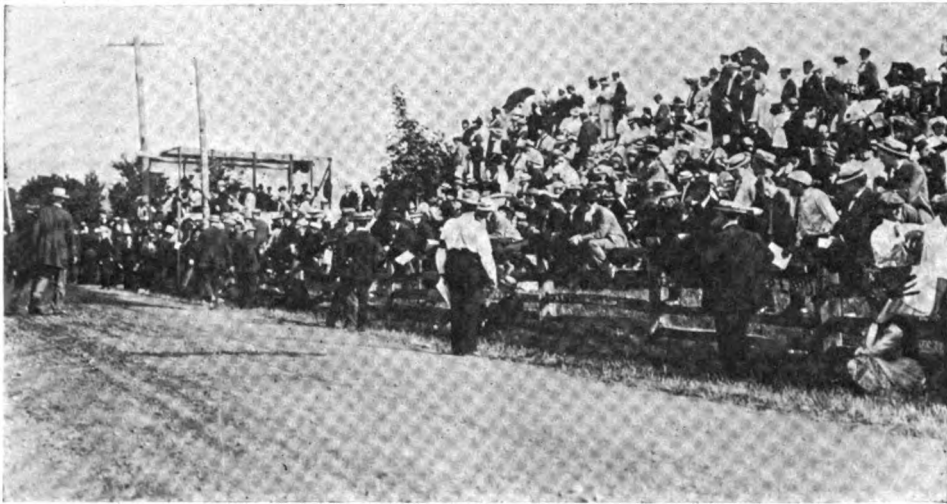
Geo. Davis, 55-hp. Apperson, 1:27; A. A. Jones, 15-hp. Ford, 1:50.

Event No. 6—Gasolene Stock Cars, \$3,001 to \$4,000.—Won by Len Zengle, 50-hp. Pennsylvania, time 1:36 2-5; second, A. C. Miller, 45-hp. Stoddard-Dayton, 1:38 3-5; third, Alan Wood, Jr., 40-hp. Pope-Toledo, 2:10.

Event No. 7—Steam Cars Only.—No cars competed.

Event No. 8—Gasolene Stock Cars, \$4,001 and Over.—Won by Wm. Bourque, 30-hp. Knox, time 1:33; second, C. J. Swain, 55-hp. Apperson, 1:37; third, Geo. Davis, 55-hp. Apperson, 1:38 3-5; J. W.

Event No. 9—Free-for-All.—Won by



AT THE FINISHING POINT

Miller, 45-hp. Stoddard-Dayton, 1:38 2-5; third, W. J. Hays, Jr., 35-hp. Jackson, 1:41 2-5; J. J. Coffey, 29-hp. Columbia, 1:46; L. J. Block, 40-hp. Ford, 1:54; T. M. Twining, 50hp. Crawford, 2:05; R. H. Morris, 30-hp. Acme, 2:07 1-5.

Event No. 5—Free-for-All; Gasolene Cars of Any Price; Flying Start.—Won by William Haupt, 50-hp. Chadwick, time 1:01; second, Wm. Bourque, 30-hp. Knox, 1:15 4-5; third, Albert L. Dennison, 48-hp. Knox, 1:16; A. C. Miller, 45hp. Stoddard-Dayton, 1:18; J. W. Parkin, Jr., 60-hp. Parkin, 1:18 3-5; H. N. Harding, 60-hp. Matheson, 1:19 3-5; Len Zengle, 50-hp. Pennsylvania, 1:20; Harry Goodin, 60-hp. Stearns, 1:21; T. W. Bergerm, 40-hp. Oldsmobile, 1:21 3-5; J. J. Coffey, 29-hp. Columbia, 1:23; C. J. Swain, 55-hp. Apperson, 1:25;

William Haupt, 50-hp. Chadwick, 1:57 2-5; second, A. L. Dennison, 48-hp. Knox, 1:13 2-5; third tied, Harry Goodin, 60-hp. Stearns, 1:16, and J. W. Parkin, Jr., 60-hp. Parkin, 1:16; Wm. Bourque, 30-hp. Knox, 1:16 2-5; A. C. Miller, 45-hp. Stoddard-Dayton, 1:17; Len Zengle, 50-hp. Pennsylvania, 1:18 2-5; H. N. Harding, 60-hp. Matheson, 1:20; T. W. Berger, 40-hp. Oldsmobile, 1:22 1-5; Geo. Davis, 55-hp. Apperson, 1:23 3-5; C. J. Swain, 55-hp. Apperson, 1:24; Jones, 50-hp. Jones-Corbin, 1:52.

On Thursday of last week, June 25, the orphans of Wichita, Kan., were the guests of the automobile club of that place, and they had the time of their lives.

Ready for the A. A. A. Tour

An early start will be made on Thursday morning, July 9th, from Buffalo by the half hundred or more cars that are expected to participate in the 1908 tour of the American Automobile Association.

The long and arduous competition will cover a period of fifteen days and a distance of nearly 1,700 miles, through seven different states.

This annual tour is this year, for the first time, an avowed out-and-out contest to test the efficiency and endurance of the different makes of cars entered in a strenuous trip. The tour originated in 1905, when Charles J. Glidden, the globe girdler, donated a trophy to the American Automobile Association, to be a perpetual prize for a yearly tour. According to the original deed of gift, the prize was to be for driving qualities, and was to go to the club of which the winning driver was a member. The first year the trophy was voted, at the end of the tour, to Percy Pierce, of the Buffalo Automobile Club.

The second and third years it remained in the possession of the Buffalo Club, because of there being tie scores at the end of the tour and no club had explicitly won it from the Buffalo Club.

This year new rules have been drawn up and everything possible done to effect a distinct winning of the trophy by the cars forming the team of some one club. Before the start of the tour, the Automobile Club of Buffalo will formally turn over the trophy to the touring board of the American Automobile Association, and the conditions require that all ties be run off.

The rules for this event have been changed each year, with the consent of the donor of the trophy, but the 1908 tour will be the first time it has officially been called "Touring Contest." It is the first year in which the cars

have been required to carry observers, who will note every repair and adjustment and all that happens to the cars.

The itinerary of the tour is as follows:

July 9.—Buffalo to Cambridge Springs, 117.4 miles.

July 10.—Cambridge Springs to Pittsburg, 110.2 miles.

July 11.—Pittsburg to Bedford Springs, 106.4 miles.

July 12.—Sunday, rest at Bedford Springs.

July 13.—Bedford Springs to Harrisburg, 107.3 miles.

July 14.—Harrisburg to Philadelphia, 133.5 miles.

July 15.—Philadelphia to Milford, 132 miles.

July 16.—Milford to Albany, 158.5 miles.

July 17.—Albany to Boston, 194.2 miles.

July 18-19.—Rest at Boston.

July 20.—Boston to Poland Springs, 154 miles.

July 21.—Poland Springs to Rangeley Lake, Me., 141.7 miles.

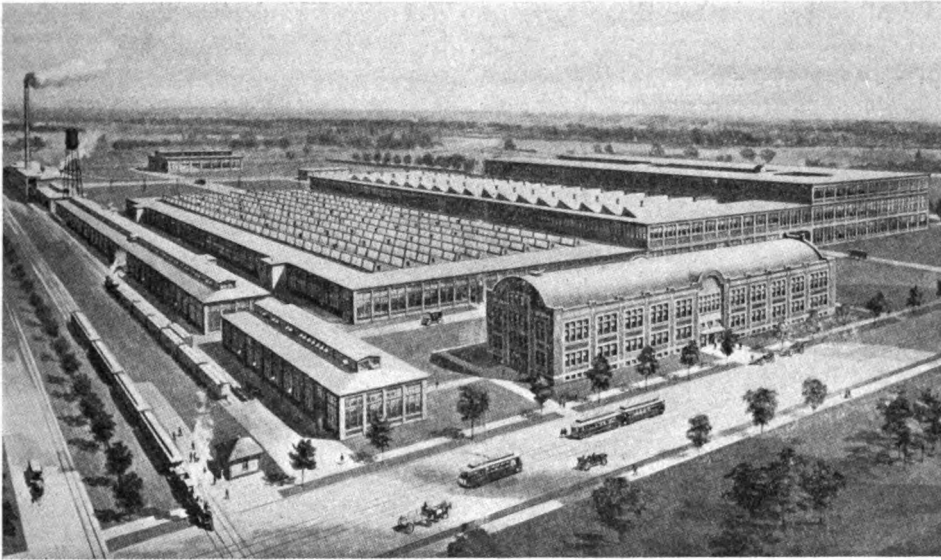
July 22.—Rangeley Lake to Bethlehem, N. H., 130 miles.

July 23.—Bethlehem to Saratoga, N. Y., 134.5 miles.

Total, 1,669.7 miles.

At each place, Chairman F. B. Howes, of the A. A. A. touring board, who is in charge of the run, will establish an official headquarters for himself and his assistants, and any contestant, or other person on the tour, can be reached by mail or telegraph at these places, headquarters, which are as follows:

Buffalo, N. Y., Iroquois Hotel; Cambridge Springs, Pa., Rider House; Pittsburg, Pa., Hotel Schenley; Bedford Springs, Pa., Bedford Springs Hotel; Harrisburg, Pa., Lochiel Hotel; Philadelphia, Pa., Hotel Walton; Milford, Pa., Bluff House; Albany, N. Y., Ten Eyck Hotel; Boston, Hotel Somerset; Poland Springs, Me., Summit Springs House; Rangeley, Me., Rangeley Lake House; Bethlehem, N. H., The Sinclair; Saratoga, N. Y., Grand Union.



The Factory Behind the Great Arrows

Buffalo is the Mecca to which hundreds of good motorists will wend their way this week and next. The Good Roads convention and the A. A. A. tour are the magnets which are drawing the visitors, and they will nearly all devote a portion of their time to sight-seeing and inspection of places of interest.

Among the later, and peculiarly fitting just at this time, is the splendid new factory of the Geo. N. Pierce Co., where the Great Arrow is made. As the first winner of the Glidden trophy and its successful defender on all occasions since, the Pierce car and the processes which enter into its composition are of real interest to many motorists. From the magnificent book, "The factory behind the Great Arrow Car," just issued by the Geo. N. Pierce Co., the accompanying illustrations and descriptions are taken, in the belief that they will give readers at least an idea of the immense resources necessary to have at hand when producing a car of the first

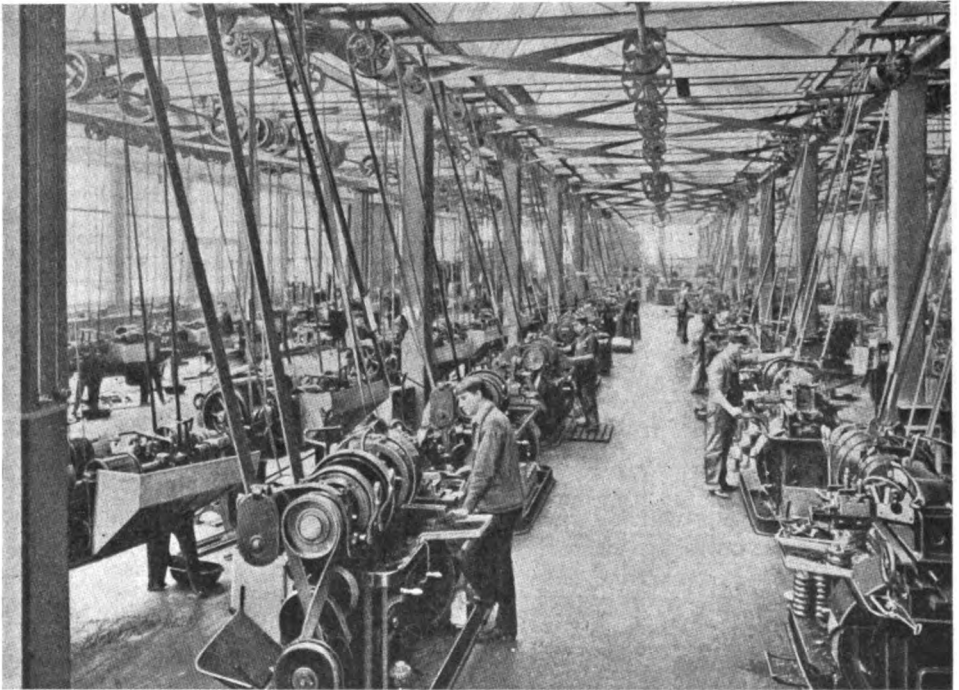
rank. If, as is the better plan, a personal visit of inspection is to be made "You," to use the language of the book, "sweep along the smooth elm-shaded surface of Delaware Avenue, where, amid foliage and flowers, have arisen some of the most beautiful homes of Buffalo; you pass through the park, then along a section of the Boulevard, and you reach the ground where in 1901 the Pan-American Exposition held its state. Here you become aware of long rows of buildings, drawn up like so many smart regiments on dress parade, and each as spick and span to outward view as solid lines of soldiers in uniform.

"You have just left behind what was built to serve as the Art Gallery of the Exposition and to be its permanent memorial. Bearing the name of its munificent donor, it is now the Albright Gallery and is the permanent home of the collection of the Buffalo Fine Arts Academy. Close by, is the former New York State Building; now the home of

the Buffalo Historical Society. These are the survivors of the brave array of structures which, grouped around the Esplanade and the Court of Fountains, and flanking the great Electric Tower, made the magnificent setting of the 'Rainbow City.'

"The Factory Behind the Car shows, in every detail of its construction, equip-

house with its area of 10,600 square feet is divided into four parts—the boiler room, the engine room, the pump room and the gas house, in addition to a wing 95 x 25 feet for storing coal, and another 33 x 25 feet for a gas plant. Here are installed three engines of 330 horse-power each, whose power is transmitted to three electric motors from



AUTOMATIC SCREW MACHINES AT WORK

ment and operation, a robust faith in the capacity of the American purchaser to continue to be able to pay for the best, no less than the determination to spare neither effort nor expense to provide it."

The way in which the problem of power generation and transmission has been solved affords a good illustration of the largeness of view and the liberal provision for the future which characterize the entire organization of the Factory Behind the Car. The power

which radiate the force that animates the huge organism of the Factory Behind the Car. The lighting of the vast area of these buildings requires the services of another engine of 200 horse-power, supplemented by a smaller one of 50 horse-power..

Following are statistics that tell their own story:

Manufacturing building, 401 x 205 feet, one story high.

Brazing building, 377 x 55 feet, one story high.

The assembly building, 401 x 122 feet, one story high.

The body building: north wing, 327 x 60 feet, three stories high; south wing, 401 x 60 feet, three stories high; east wing, 40 x 50 feet, three stories high.

area by unsupported beams of reinforced concrete, 61 feet and 55 feet in length, seems to be one really worth notice, and its performances is a story in itself.



AN ASSEMBLY OF THE MOTORS IN MACHINERY HALL

Motor testing building, 91 x 43 feet, one story high.

Garage, 139 x 55 feet, one story high.

Power house, 194 x 55 feet, one story high.

According to the testimony of the contractors, the structural work on this plant covers an area of over 280,000 square feet; some fifteen hundred car loads or over forty train loads of material went to its making, and the completed buildings have over 360,000 square feet of floor space. To the uninitiated it does not mean much to be asked to consider that some of the rooms are 200 x 400 feet in dimension. But when the matter is explained, the feat of securing an unobstructed floor

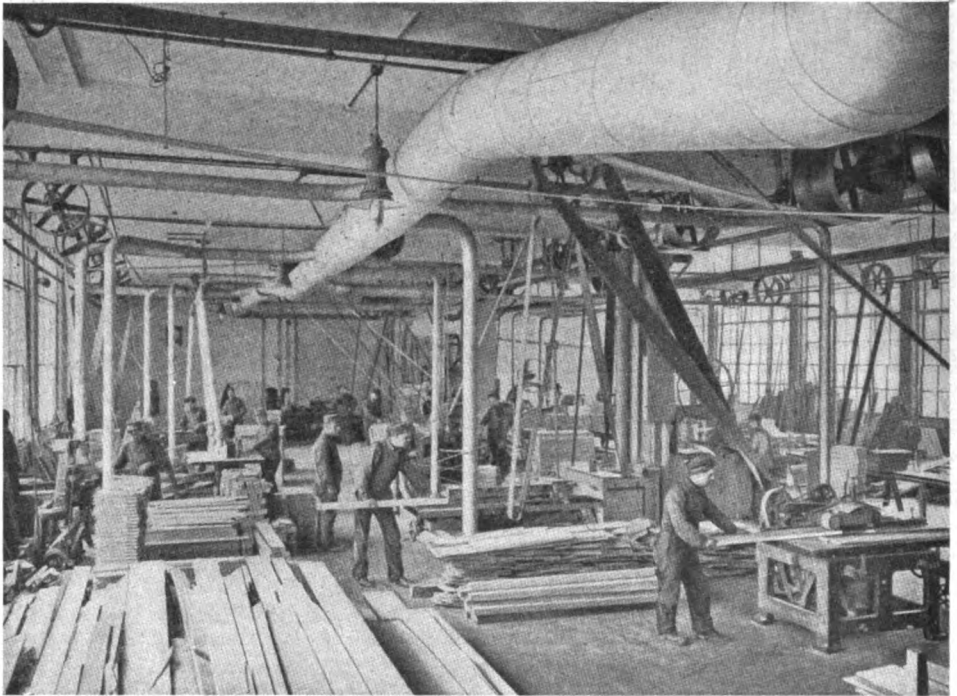
In studying the plan and processes of the Factory Behind the Car, with however little expert understanding of all they mean, the idea constantly suggests itself that here is a congruously and skillfully grouped assemblage of devices by the application of which dead things become imbued with vitality. The railroad comes to the door delivering now, coal for the furnaces, to generate steam for the engines which animate the great dynamos whose transmitted force pulses through every vein and fiber of this great organism; and now, some of the multitudinous array of materials which enter into the construction of the Great Arrow car. The

doors that open on the track to admit the articles which the factory is to digest and assimilate, are close by the other doors from which emerges the product that, after all this matter has gone round the circle of skilled manipulation, starts, a thing of beauty and of joy, on its world-wide range of motion and of life.

Strictly speaking, it is all raw stock that comes to the door of the factory, since to whatever stage of preparation it may have been advanced it must be combined with something else to be able to occupy its place in the finished car. And, whether crude, or worked, or

strate its soundness. Any castings that show blowholes or shrinkage cracks are summarily rejected; porous defects in cylinder castings and pistons are revealed by a test under water pressure. Test pieces are sent along with every hundred or so of castings to be submitted to the company's own metallurgist in the testing laboratory. The steel forgings and the bar stock are similarly examined, and standard test specimens cut off and tested.

And all this is merely the beginning of the constant and continuous process of inspection that begins with the entrance of the raw material into the fac-



THE WOOD-WORKING DEPARTMENT

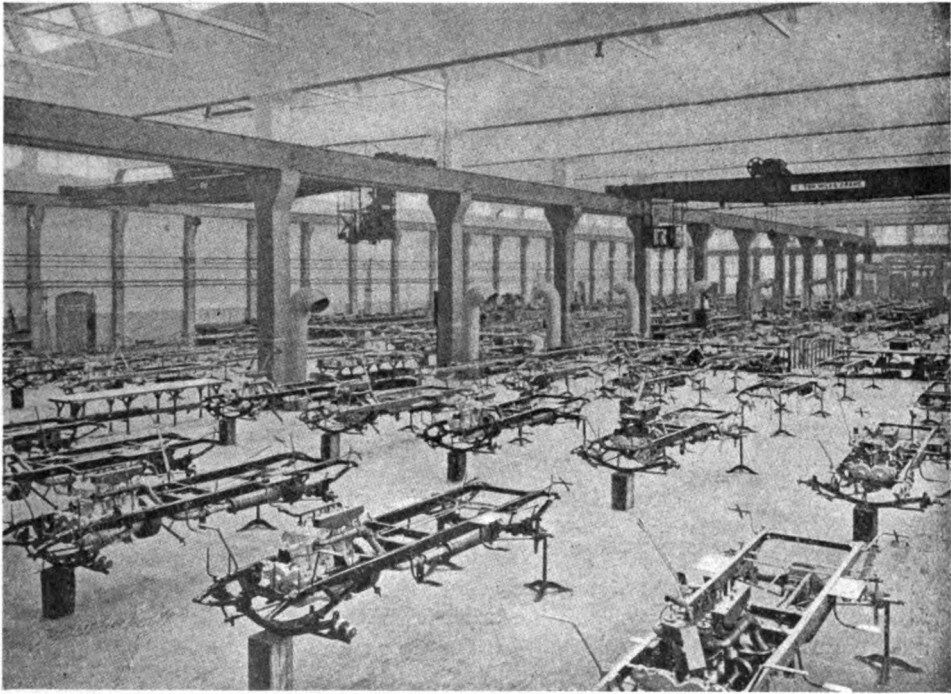
wholly finished, no single element of the car goes into stock without the most careful and painstaking ordeal of inspection—without being subjected to all the tests which experience has suggested as being necessary to demon-

strator, and ends only with the final shipment of the finished car in running order. There passes into the manufacturing department all manner of iron castings, steel castings, forgings, bars and tubes, brass castings, aluminum in

castings and in sheets, to be ground, planed, turned, drilled and bored to fit them worthily to occupy the responsible place in a very complex scheme of things to which it may please a human providence to call them. But before they are called, they must be chosen, and in the manufacturing department the limit gauge plays an important part in the work of choice. Applied after

1908, four-cylinder motor. How many are there think you?" Not on the spot, but later, after careful enumeration, comes this answer: "Including the magneto, but counting it only as one piece; fan, oil pump, water pump, carburetter and pipes, and not including the wiring, clutch or spark plugs, there are 962 separate pieces."

"But all that, as it seems to me, spells



WHERE THE CHASSIS IS ASSEMBLED

each operation, the gauge is the revealer of defects in workmanship which secure the rejection of a piece before it is advanced a step further.

"How many pieces?" one will ask. Here is the answer, "Let us begin," said I, "with the heart of the machine—the seat of its pulsations, the center of its power. Somehow, out of this scattered mass of fragments that are so deftly handled here, you select the parts which go to the making of a 45 hp.,

merely the generation of power and the regulating appliances accessory to it. How about the mechanism of transmission?" Again, after due consideration, came the reply: "In the 45 hp., 1908, transmission gear case, including friction clutch and universal joint between engine and transmission, and front universal joint on cardan shaft; counting each complete ball bearing as one piece, the total number of separate pieces foots up to 246."



THE MEN'S DINING ROOM, SEATING 800

"That apparently brings us to the application of the power to the axle. How many pieces must be transformed and fitted to serve that purpose?" To this the answer was: "In rear axle, including brakes and hubs and rear universal joints, counting each complete ball bearing as one piece and counting each wood wheel and tire as one piece, not including the rear springs or spring

clips, there are 322 separate pieces. Here, without going beyond the essential parts of the chassis and its equipment, and by no means exhausting these, we have a total of 1,530 individual or compound pieces of mechanism, all of which must bear the impress of the intelligence that designs the Great Arrow car, directed by the intelligence that built and equipped it."

Assistants for Chairman Hower

Chairman F. B. Hower, of the touring board of the American Automobile Association, who has charge of the tour which starts from Buffalo next week, has announced the following officials as his assistants in the conduct of the tour:

Dai H. Lewis, secretary of the A. A. A. touring board, in charge of the con-

fetti and pilot car; E. L. Ferguson, starter; Mortimer Reeves, checker at the finish and in charge of night controls; F. D. Stidham, chief of observers; H. D. Herr, hotel arrangements; David E. Hoag, M. D., official surgeon; Arthur Jervis, press representative; W. L. Conklin and W. A. Carroll, watchers.

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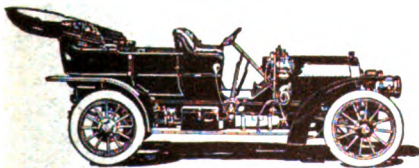
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by Gunmakers*



*Hotchkiss & Cie,
Paris*



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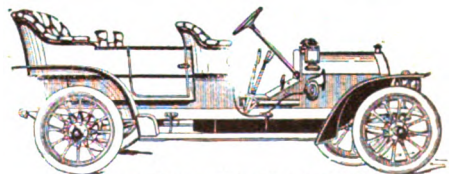
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Palmer-Singer Six-Sixty Runabout, 6 cylinder, 60 H. P., \$2,850
Palmer-Singer Four-Thirty, Skimabout, 28-30 H. P., \$1,950



Palmer-Singer Four-Forty, \$4,000

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Dey's Opinion of the A. C. A. Tour Route

Upon finishing one-half of the course marked out for this year's A. A. A. tour—that is, having reached Albany, Teddy Dey, who is driving the Mountaineer, the big six-cylinder Great Arrow car, over the route which will be followed next week and following ones, expressed himself as being well satisfied with everything connected with the tour. He said:

"I have driven over more grades than ever existed in any previous tours and we have made seven days of the tour in five days. From Buffalo to Pittsburg was a jaunt of 235 miles, and the very fact that in proper daylight running we scored two days for one, proves that neither day's run may cause fear.

"Our trip, taken to secure running time by actual running, demonstrated nothing more clearly than the fact that the touring board had chosen wisely the Buffalo to Cambridge Springs and from that point to Pittsburg course. From Pittsburg to Bedford Springs, about 100 miles, was a delightful run last year, although 1863 Thank you mams, or water breaks, were counted.

This year Secretary Lewis, of the A. A. A. touring board, has chosen to point out a course from Pittsburg to Bedford Springs, via Johnstown. The 106 miles is about as vile a piece of travelling as ever drivers were forced to operate a motor car. Genial Secretary Lewis will be forced to change the routing back to last year's figures or stand the roasting of the tourists over Sunday at Bedford Springs.

After leaving Bedford, the route is not to be criticized. The Great Arrow simply ate up the long climb up Rays Hills and later Cove Mountain a 234-mile climb, that will make some boil. The nineteen minute coast is a delight. Water breaks, or Thank you mams, spoil speed, but the scenery helps, for it is delightful. The turnpikes and the toll gates come as a matter of course, for where toll gates exist the roads are usually good and well kept. We enjoyed the run to Philadelphia at an average of twenty miles an hour, and after Sunday dinner started for Delaware Water Gap, which was reached for supper, 227 miles for the day.



GREAT ARROW, NEAR MILFORD, PA.

Starting from the Gap we made Milford and then Albany, 193 miles, averaging 22 miles per hour. From Harrisburg, capital of Pennsylvania, to Albany, capital of New York, 420 miles, at an average of 20 miles an hour, failed to tax the Great Arrow, and can be duplicated by any car. There are miles and miles of road of the dreamy

sort, built by New York State, and other miles that in event of rain will give trouble.

Secretary Lewis aimed to lay out a course requiring every sort of driving and won out. Scenically, the route is far beyond any other, and all who miss the tour will miss a lot of interest and a royal viewing journey.

Plans For St. Paul Race Meet

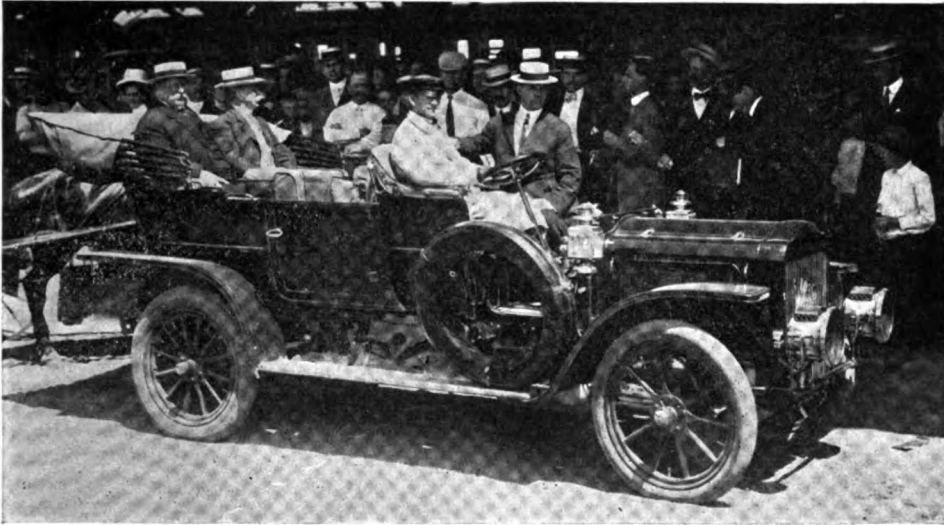
Seven thousand dollars in contract money and purses is being put up by the St. Paul (Minn.) Automobile Club for its forthcoming race meeting at Hamline Park, on July 15. In writing of the meet, Chairman Johnson, of the contest committee, says:

"We feel that we have arranged for the best meet ever held here. We have contracted with Barney Oldfield with a 50-hp. Stearns and a 60-hp. Stearns, with Walter Christie, the Hotchkiss Cup racer, the Renault Cup racer and stock chassis, the Issota stock chassis,

the A-K stock chassis, the Oldsmobile chassis; and I think we will secure the Apperson. The four racing cars mentioned go after the world's record in a three heat, five miles to a heat, match, two cars to a heat. The stock chassis go into five and twenty-five-mile stock chassis events, and in addition we will have a 40-hp. and under event and a \$1,500 and under stock chassis event. In contract money, purses and prizes we are putting up between six and seven thousand dollars. Every detail has been looked after with the greatest care.

Candidate Prefers Automobile to Train

Does Presidential Candidate Taft believe in a rigid enforcement of the automobile speed ordinances? The publication, as noted by the vigilant reporters, the car arrived at the Long Island City ferry-house at 3:46, thus covering the



PRESIDENTIAL CANDIDATE TAFT IN THE WHITE STEAMER

lished reports of his record-breaking trip in one of the government White Steamers from President Roosevelt's home at Oyster Bay to the ferry-house at Long Island City, on Saturday, would indicate that he does not. Mr. Taft was desirous of taking the 5 o'clock train from Jersey City for Washington. There is a 2:40 train from Oyster Bay, which would have given him plenty of time to make connections, but evidently he preferred to make the trip by motor car.

After luncheon with the President, he was driven to the railroad station, but only for the purpose of saying a few words to those who were awaiting him there, and then, donning duster, cap and goggles, he gave word to Secret Service Officer Searles, who was in charge of the White, to "let 'er go."

Leaving the Oyster Bay station at

train schedule. It is evident that in William H. Taft, motorists have a friend who may be counted upon to further their cause, "legislatively" and otherwise.

Waifs of Worcester Have Outing

The Worcester (Mass.) Automobile Club held its annual orphan's day on Friday, June 26. In all 35 cars were secured by the committee and it was necessary to shorten the trips and take out two loads of the little waifs in each car.

There was no regular parade. The cars simply reported to the committee at the club's headquarters and were despatched to the various orphan asylums about the city and allowed to go anywhere they wanted.

Ideal Tour Comes to a Happy End

The "Ideal Tour" of the Automobile Club of America came to an end Sunday night, June 28, when the party reached New York after a little more than two weeks of leisurely driving through the beautiful spots of New England. A pleasant experience it had been, the weather being perfect, the arrangements for the care of the tourists beyond criticism, and the road good for the most part and at times superlatively fine. The daily journeys from June 24 on are here briefly described.

Wednesday, June 24

This day's run was from Bretton Woods, N. H., to Poland Springs, Me., 82 miles, and many of the tourists pronounced it by far the most enjoyable day they had had since leaving Waterbury, Conn.

The travelers kept well together, without getting into each other's dust and afterward enjoyed open air lunches at Intervale, at the entrance to the White Mountains, and at a little summer resort called Naples, located on Long Lake, Me. The first 28 miles from Bretton Woods to Intervale, via the famous Crawford Notch and down Tug-of-War Hill, was described as being a sort of scenic railway affair. While at Poland Springs the members of the party visited the famous spring and its bottling house, which with its Spanish architecture, marble and glass walls and floors, silver and glass conduits, is unique among establishments of its kind.

Thursday, June 25

From Poland Springs to Portsmouth, N. H., a distance of 80 miles, was the run of Thursday, and this, like that of the day before, was delightful. Leaving Poland Springs, a 26-mile drive brought the tourists to Portland, where they were met by a number of the Portland Board of Trade.

The visiting motorists were given a drive around Portland's magnificent water front, and afterward a farewell peek at the White Mountains, a look at Henry W. Longfellow's home and a luncheon at the Falmouth Hotel. After a brief rest the tourists continued down the Main coast through Saco, Kennebunk and York Beach.

Friday, June 26

Boston was reached by the tourists on Friday, a trip of 68 miles from Portsmouth, N. H., being accomplished. The route led through Rye Beach, Hampton Beach, Saybrook, Salisbury, where the Merrimac river was crossed. Massachusetts was entered at Newburyport. The course then ran through Ipswich, Beverly, historic Salem, Lynn, and then along the fine boulevard on the shores of the Atlantic, past Revere Beach, a sort of refined Coney Island; then over the Mystic River, through Somerville, Cambridge and Harvard College into Boston.

Saturday, June 27

The tourists went from Boston to Waterbury, Conn., on Saturday, covering 157 miles, the longest day's run in the tour. The roads were so uniformly good that it was by no means the hardest of the days' runs. Luncheon was taken at Palmer, Mass.

Sunday, June 28

The last day of the trip, from Waterbury to New York, a distance of 102 miles, was made on Sunday. The route from Waterbury lay along the Housatonic river and through Woodbury, Newtown, Danbury, North Salem, Cross river and then over a portion of the Briarcliff course, taking in Bedford, Mount Kisco, Armona, White Plains and Yonkers.

The tourists finished their 900-mile journey late in the afternoon, coming into New York in a leisurely manner.

PREVENTIVES AND REMEDIES

Mechanical noises in one or more cylinders of a gasoline engine due to looseness of the moving parts are extremely annoying to a sensitive driver. Faulty lubrication of a piston pin or crank pin, differences in wearing quality of the bearing parts or the slackening of the bearing caps may bring this about, the obvious remedy being the readjustment of the bearings. A loosening of the bolts holding the cylinder to its crank case section may give rise to sounds which add an undesirable accent to what should be the uniform steady purr of the engine's running. Unless the motor is mechanically tight and fit in all its parts smooth action, identical for each cylinder, is not to be expected.

Mechanical lubricators occasionally strike work, although nothing deranged can be found in their mechanism. In these lubricators, where a gauze is used to filter the oil to the suction pipe of the little pump, close inspection will generally reveal that the gauze has become choked, and that little or no oil is reaching the pump.

Carburettors in which adjustment is provided for the amount of gasoline supplied to the jet very often require readjustment when a different grade of gasoline is used. This should be carefully noted, as frequently erratic running arising on this account has been wrongly attributed to other causes.

In the event of a stoppage in the gasoline pipe from the tank to float-chamber of the carburetter, the union may be unscrewed and the rubber end of the tire pump connection pushed over the end. A few sharp strokes of the pump will usually remove any grit or debris in the pipe.

In some cars rubber hose is employed in the connections of the water-cooling system, and some of the turns which the hose is forced to make are quite sharp. Oftentimes it is almost impossible to prevent the rubber pipe from acquiring a kink at these points and very much contracting or nearly closing the tube, thus causing a sluggish circulation. An effective method of distributing the bending and preventing the tendency to kink and close the passage

is by rather tightly winding the hose with moderately fine tinned steel binding wire for some little distance upon each side of the point where the kinking tendency is manifested. Quite a number of cases of faulty circulation have been cured by improving the rubber connections by this treatment.

In bolting down a cylinder, or any part secured by more than one bolt, do not tighten one nut at a time, but give each a few turns at a time.

In traffic driving cultivate a philosophical frame of mind; the really good driver never forces the pace unless with a clear road before him.

If you are a believer in engine braking, see that you have some means of admitting air to the cylinders when the throttle is closed, else a foul combustion chamber and dirty plugs will soon give trouble. If the throttle valve cannot be arranged to admit air when the closed position is passed, fit an auxiliary air valve as near the valves as possible, easily controlled from the wheel.

Slipping the clutch is not a practice to be recommended; but if it is indulged in, remember that tapping the pedal quickly is sufficient.

Among the many causes that may result in loss of compression in a motor is the settlement of any dirt or foreign matter in the seat of either the inlet or exhaust valves, the latter being the more prone to this trouble. Bits of carbonized oil very often fall on the seat of the exhaust valve and are pounded into the metal, causing the valve and valve seat to "pit." They, of course, do not fit closely after this, and the compression is forced out between them as a consequence. In a case of this kind it is necessary to remove the valves and grind them in.

When a mysterious loss of power occurs with a car that has seen some use, do not omit an examination of the exhaust box. A foul exhaust outlet makes a very efficient power absorber.

SOMEWHAT PERSONAL

American tourists who are enjoying German automobile trips with Berlin as headquarters, include from New York: Raymond Kinnear, I. Brehm, George Bruck and wife, M. J. Wolf, Adolf Flisser and Miss Flisser, H. M. Hirschberg and wife, B. Hartmann, John A. Minaldi and wife, Charles L. Morrison, Samuel H. Peck, Dr. Alexander Rixa, Miss Sally Bondy, and Miss Alice Davies; from Baltimore, St. S. Baer and wife and Ferd Hamburger; from Philadelphia, R. Goldbacher, Charles E. Aldert, H. E. Worthington, Charles Goodman, and Harry Goodman; from Boston, A. C. Lawrence and J. Engle; from Chicago, O. B. Tennis, Mrs. Marie Cameron, Charles Kaufman and wife, T. Sharkel and wife, and Louis Baer and wife; from New Haven, Prof. Henry H. Farnham, of Yale, and Henry Farnham, Jr.

Mr. and Mrs. J. H. McFadden, of New York, who are now touring in England, will soon cross to the continent, where they will spend the remainder of the season in an extended automobile trip.

A party of New York motorists comprised of Mr. and Mrs. McClure and Mrs. and Miss Hurlburt, who are now in London, will soon start on a European automobile tour in a car belonging to Miss Hurlburt.

Mr. and Mrs. George McFadden, of Philadelphia, who have been taking a prominent part in the social life of Paris this season, left a few days ago for an automobile tour of southern Europe. After driving through the Italian lake region they will go to Switzerland, where they will spend the remainder of the summer.

A cross-country automobile trip from San Francisco to Philadelphia in a Stearns car was ended this week by a party of California motorists comprised of Dr. E. N. Short, C. R. Ward, E. P. Birnegar and Cyrus Pierce.

D. A. Bonney, a San Francisco racing driver, accompanied by Mrs. Bonney and Charles Leedon, made an interesting endurance run recently in a 60 hp. Stearns car through Lake County, Cal. Leaving

San Francisco at 11 o'clock in the morning, they reached McCray's, near Cloverdale, at 4 p. m. At 10 a. m. next day they started again, and reached Highland Springs, Lake County, for lunch. At 2 p. m. they arrived at Howard Springs, having covered nearly 200 miles, much of the distance being over mountain roads.

Mr. and Mrs. Geo. H. McLean, of New York, have arrived in Paris, after driving through Italy in a 50 hp. Fiat car.

Major John J. Brown, of White Plains, who entered the Maja car in the Briarcliff race, is contemplating an automobile trip through Europe. He will drive a new Maja touring car through the south of France, Germany, Holland and England.

Among the New York motorists who have been touring recently on the roads in the vicinity of Paris are Adelbert Henry Alden and party, Mr. and Mrs. James Wilkinson and William F. Henderson.

C. T. Crocker and M. C. Scott, two Yale students, left New York on Friday morning of last week on an automobile trip to San Francisco. They are making the run in a 40 hp. runabout. The outward journey they plan to make in 26 days. The car has been especially equipped for the trip across country. It is provided with auxiliary tanks to carry 75 gallons of gasoline and 30 gallons of oil. There are boxes built into the body for provisions and ammunition, while skids, shovels, tackle and other possible emergency necessities are provided. There are also guns and fishing equipment, for the tourists expect to have time for hunting and fishing en route. A rumble seat on the left in rear is provided for the mechanic. The outward route taken is via Philadelphia, Harrisburg, Pittsburg, St. Louis and Denver. The return route will be decided upon after arrival in San Francisco. Mr. Crocker plans to drive the car most of the way himself.

Martin Kallman, of New York, has ended an enjoyable automobile tour of France. Among other places visited were Rouen, Havre, Etrital, Fécamp, Dieppe, Abbeville and Boulogne.

SOCIETY

Newport has a new fad this season, early rising and retiring, with plenty of exercise. This is what the women of the cottage colony are enthusiastically indulging in. The Misses Mildred and Irene Sherman, daughters of Mr. and Mrs. William Watts Sherman, and Mrs. Jacob C. Mallery started the healthful recreation which has grown into general practice, so that morning and afternoon one sees the Misses Sherman, Mrs. Mallery, Mrs. Joseph Hariman, Mrs. Philip M. Lydig, Mrs. Barger-Wallach, Mrs. Elsie French Vanderbilt, Mrs. Edwin C. Post, Mrs. Lorillard Spencer, Jr., and many others walking long distances. Mrs. Elsie French Vanderbilt will sail for Europe some time between the first and second week of next month with her mother, Mrs. F. O. French; her son, Master William Henry Vanderbilt, and her servants to remain until September, when the improvements to Harbourview, Mrs. Vanderbilt's Newport home, and the new lodge at Chester, N. H., are completed. The lodge will stand high in the hills, surrounded by about 200 acres of land, which includes a small lake and beautiful forests. Mr. and Mrs. Charles H. Pierrepont Gilbert and Miss Vera Gilbert are at the Morrell cottage on Ochre Point for the season, and as usual Mrs. Gilbert will entertain considerably for her daughter, who is a prime favorite with the summer residents. Mr. and Mrs. Joseph R. Dilworth, of New York, are settled at Mrs. Woodbury Kane's cottage, on Bellevue Avenue, and their coming marks their first Newport season.

Southampton, sometimes called "The Newport of Long Island," promises to sustain its reputation as an exclusive set resort this season. The cottage list shows an advance in numbers over that of last season, and many places not occupied for several years will be open this summer. New names which appear in the cottage list are the Rev. Maitland Alexander, of Pittsburg; O. Billings, W. M. Fleitman, William H. Burgess, B. F. Evans, W. W. Hoppin, Jr., John E. Howe, A. M. Hoyt, Percy Kent, Garrett B. Kip, Mrs. James E. Martin, Ambrose Monell, Mrs. H. W. Sibley, E. T. H. Talmage and Sidney L. Smith, all of New York. Secretary Elihu Root and family will not

open their summer place on Lake Agawam this season, as they will spend the season at Clinton, N. Y. Registered at the Meadow Club are Mr. and Mrs. William Manice, Miss Manice, Miss J. G. Nichol, William Manice, Jr.; Mr. and Mrs. J. Frederick Kernochan, Orson D. Mann, J. Bowers Lee, John Bowes, Robert L. Fowler, Robert L. Fowler, Jr.; Miss Mary Fowler, E. B. Fowler, Miss Winslow, Miss Louise Loree, Miss Florence Scott, the Rev. Dean Robbins, Mr. and Mrs. H. J. Underhill, Miss Katheryn Underhill and Andrew Underhill, of New York.

European departures last week included many well-known society people, who contemplate automobile trips before returning to this country. Among others were Mrs. Oliver H. P. Belmont, who was accompanied by her son, Mr. Harold Sterling Vanderbilt; Mr. J. Pierpont Morgan, the Rev. William Fitz-Simon and his bride, who was before her marriage in St. Mary's Church, Tuxedo Park, on Tuesday, Miss Ursula Juliet Morgan, daughter of Mrs. John B. Morgan and niece of Mr. J. Pierpont Morgan; Count and Countess Giuseppe Gherardesca, the latter the daughter of Mr. Henry A. C. Taylor; Mr. and Mrs. Gouverneur Morris, Mrs. Grenville T. Emmet, Mrs. John J. McCook, the Misses McCook, Mr. and Mrs. Stuyvesant Fish, who are to remain abroad all summer; Mr. John R. Drexel, Jr.; Mr. and Mrs. Conde Raquet Thorn, Mr. J. Griswold Webb, who is to join his mother, Mrs. Ogden Codman, in France; Mr. and Mrs. Clarence S. Day, Mr. Amory Sibley Carhart, Dr. Francis Delafeld, Mr. and Mrs. John Aspegren, Mr. and Mrs. John F. Talmage, Mr. Robert Swartwout Talmage, Mr. and Mrs. Geo. Peabody Wetmore, who will be absent from Newport this summer; Mr. and Mrs. Robert Graves, Mr. J. Roosevelt Roosevelt, Mr. and Mrs. Gilbert E. Jones, Mr. and Mrs. E. Parmalee Prentice, Mr. and Mrs. George Crawford Clark, Miss Marian A. Clark and Mrs. George W. Wickersham, and Mr. Sidney Dillon Ripley and Mr. James Hazen Ripley.

Narragansett Pier, one of the most attractive summer spots on New England's shores, has opened what promises to be an exceedingly gay season. The month of July is sure to be brilliant.

C L U B S

After having given warning to all its members that they must not exceed 17 or 18 miles an hour in the boroughs where there are any traps, the Board of Governors of the Automobile Club of Delaware county, Pa., have decided to employ special officers, who will be located from time to time in the different boroughs throughout the county. These men will change their locations daily, and all automobiles found exceeding 18 miles per hour in any borough will be vigorously prosecuted by the club. This action was brought about by a number of complaints being filed with the board by the different borough authorities, who did not want to establish traps, as they have a kindly feeling toward the organization, but were on the point of taking vigorous action, due to pressure brought to bear on them by the citizens of the various boroughs.

Notices have been sent out by the Quaker City Motor Club warning its members that there is a constable in Doylestown that is enforcing the law requiring the blowing of horns at all crossings in that town, and in Plumsteadville there is another constable who is doing the same. Between Danboro and Plumsteadville there is a special officer at a toll gate, who is apt to charge double the amount of toll unless watched and then will arrest all who do not blow their horns at cross roads and farm yard lanes.

Efforts are being made by the San Antonio (Tex.) Automobile Club toward the formation of a State Automobile Association. The plans call for the combination of all of the Texas city and town clubs in one body, with San Antonio as the State center.

The Atlanta (Ga.) Automobile Club has decided on July 4 as the date for the annual orphans' outing. At that time they will take the children of the various orphan homes for a ride through the city, out to Ponce de Leon Park.

The Milwaukee Automobile Club is arranging the final details for its first annual Wisconsin Trophy tour, which will be run from Milwaukee to Wausau and return. The distance is 500 miles. The date of the

start has been changed to July 14 from July 11. The tour will last four days. It will be a "go-as-you-please" pleasure trip, and there will be no racing or other contest. The club has already twelve entries, and eighteen more are expected.

With twelve entries in the third annual century run of the Automobile Club of Detroit last Saturday, June 27, four cars finished with perfect scores. Each year those in charge of the event have striven to select a more difficult course; how well they succeeded this time is evidenced by the fact that of twelve experienced drivers only four were able to meet the requirements, although John P. Schneider, in a Stevens-Duryea, was penalized for finishing ahead of time. Edwin S. George's Packard was winner in Class A, Roy Chapin, in a Detroit Thomas, finished with a perfect score in Class B, and Murphy, in an Oakland, and Stanley Brooks, in a Mitchell, were tied in third class. The awards in the various classes were a huge silver punch bowl, a massive silver tankard and a loving cup. The course lay from the Hotel Cadillac by a roundabout route to the Automobile Club's home, at Pine Lake. George's elapsed time over the course was 3 hours and 6 minutes, actual running time 2:41, establishing a new record for the course.

The Automobile Club of Antwerp celebrated its tenth anniversary by a banquet last week. Toasts were drunk to the royal family and to the clubs of Belgium and Antwerp.

The question of establishing a permanent French racing circuit is again engaging the attention of the Automobile Club of France. The competitions committee is inspecting a proposed course in the Auvergne, while the Automobile Club du Nord de la France is setting forth the advantages of one it has projected in the northern district of France. It is urged that the latter would be within easy reach of British and Belgian as well as French motorists.

Awing to the scarcity of entries the Automobile Club of France has decided to postpone until next year the Coupe de la Presse event, which was to have been held on the Dieppe Circuit on August 3 and 4 next.

S P O R T S

On Saturday, June 20, the San Francisco Tire Dealers' Association held its first annual outing and picnic at Palo Alto, San Mateo County, Cal. Nearly all the automobile agencies, garages and offices in the city were closed for the day. About 40 automobiles assembled on the corner of Van Ness and Golden Gate Avenues, San Francisco, and made their way thence to the baseball grounds at Palo Alto, where they were joined by nine or ten more automobiles. A baseball game between nines representing the Tire Dealers' and the Automobile Dealers' Associations was accompanied by many burlesque details and created great amusement. The tire men defeated the dealers 2 to 0 in a pushball contest, but the dealers won the tug-of-war. J. H. Eagal, the Studebaker representative won the 100-yards race for men weighing not less than 185 pounds, while Charles S. Howard and Robert Weinstock ran a dead heat in the free-for-all 100-yards dash. After the sack race, beef roasted over an open fire and other refreshments were enjoyed.

An International Touring Competition to be held in Thuringia, on the 3rd, 4th and 5th of September, is being organized by the Mid-German Automobile Club.

Announcement has been made by the Belgian Automobile Club that no practicing with racing cars on the Ardennes circuit will be allowed.

A race meeting at the famous English Brooklands track on July 4 will include an event in the shape of a handicap for lady drivers.

The date of the hill-climbing contest promoted by the Riverside Motor Club, to be run on Depot Lane Hill, New York, has been changed from July 8 to Saturday, July 11. Ten events have been scheduled as follows: Event A—Gasolene cars selling for \$850 or less. Event B—Gasolene cars selling from \$851 to \$1,250. Event C—Gasolene cars selling from \$1,251 to \$2,000. Event D—Gasolene cars selling from \$2,001 to \$3,000. Event E—Gasolene cars selling from \$3,001 to \$4,000. Event F—Gasolene cars selling for over \$4,000, 4 cylinder. Event G—Gasoline cars selling for over \$4,000, 6-cylinder. Event H—

Taxicabs to carry four persons including driver. Event I—Free-for-all, open to cars of all types and motive power. Event J—For electric vehicles. Entry blanks may be obtained from George Brown, Arrowhead Inn, 177th Street and Fort Washington Avenue.

The chairman of the Fourth of July Committee of Concord, Contra Costa County, California, where an automobile race meet was held last year, has issued entry blanks for a race to be held on the one-mile track there on July 3. The program includes a 5-mile race, free for all, for single cylinder motorcycles; a 5-mile race for touring cars and runabouts costing not more than \$1,000; a 10-mile pursuit race for 2-cylinder motorcycles; a 5-mile race for touring cars and runabouts priced at not more than \$1,500; a 2-mile free-for-all motorcycle obstacle race; a 5-mile free-for-all race for double cylinder motorcycles; a 10-mile race for touring cars and runabouts priced at not more than \$3,000; a 10-mile pursuit race for single cylinder motorcycles, and a 50-mile race for stock automobiles.

An automobile driven by a P. A. Renton, who was accompanied by B. C. Smith and C. G. Thompson, started from Los Angeles at 4.05 a. m. and June 20 and reached San Diego at 9.34, its time being 5 hours, 29 minutes, or 55 minutes better than the record of 6 hours, 24 minutes. The record-breakers went by the coast road, but on the return trip took the interior route.

In a sealed bonnet contest held Saturday, June 27, by the Delaware Automobile Association of Wilmington, out of 22 cars to start 15 finished with perfect scores. The run was from Wilmington to Valley Forge and return, the distance being 79 miles. The following cars made perfect scores: Henry McComb Bangs's Stoddard-Dayton touring car, J. T. Chandler's Mitchell runabout, William C. Corey's Mitchell runabout, Eugene du Pont's Peerless runabout, Pierce touring car and Thomas runabout, Dr. John C. Fahey's Maxwell touring car, Robert S. Clover's Maxwell touring car, James F. Hoey's Buick touring car, William E. Holland's Ford runabout, J. R. Richardson's Mitchell runabout and Mitchell touring car, Albert Rothschild's Ra'nier touring car, Joseph H. Shaw's Franklin touring car and Frank Yerger's Studebaker.

A E R O N A U T I C S

Invitations to participate in the Alaska-Yukon Pacific Exposition to be held at Seattle on June 1, 1909, have been extended to the United States army and navy aeronautic experts. The exposition is to make a specialty of aeronautics, hoping to bring about great progress in this line. Those who will represent the United States Army are Brigadier General James Allen, chief of the Signal Corps, Major George O. Squire, Captain Charles DeF. Chandler and Lieutenant Frank P. Lahm. The navy will be represented by Rear Admiral Colby M. Chester, retired; Captain William W. Kimball, member of the Naval Examining and Retiring Board. Lieutenant Commander Robert K. Crank and Lieutenant Robert Henderson, on duty on the battleship Missouri. These officers will form two Boards, one for the army and one for the navy. Congress having appropriated \$600,000 at the last season for the United States government's part in the exposition, it is believed that considerable of this sum will be devoted to aeronautics. Exhibits of aeroplanes, dirigibles and captive balloons will be given. Arrangements will also be made for trial flights and a series of races. Arrangements are already under way for providing the necessary gas and hydrogen gas by means of electricity.

On July 19 a balloon landing competition of an original nature will be held in Brussels, Belgium. Automobilists, riders and cyclists will compete in the events and 2,000 francs and medals will be distributed to the winners. Three balloons, each timed to descend after a journey through the air of from twenty to twenty-five kilometres, will be sent up. The automobilist who brings back balloon "No. 1" within five hours receives a gold medal and 250 francs. The second prize is a silver medal and 250 francs, and the third a bronze medal and 100 francs. Riders and cyclists will pursue small balloons which will fall within a radius of from ten to fifteen kilometres. The first prize in this class is a gold medal and 250 francs; second prize, silver medal and 100 francs; third prize, bronze medal and 50 francs.

Wilbur Wright, who is now in Paris, has finally settled upon a suitable spot where

he proposes to demonstrate to European aeronauts the capabilities of his flying machine. Le Mans, about three hours from Paris by train, is the selected place, and the necessary authorizations have been given for the flying demonstration. The plain is about 800 metres long by 335 metres wide, and Wright states that within a month he will in all probability commence his first flight.

C. H. Curtis in his aeroplane June Bug No 3 flew 1,140 yards in 60 seconds on Thursday of last week on the testing grounds of the Aerial Experiment Association at Hammondsport, N. Y. All that stopped the flight was the limited area of the practice grounds, bounded by trees and a fence, which would have interfered with the progress of the machine, traveling, as it was, at a height of from three to twenty-three feet above the ground. It was only the seventh flight of the machine and the eighth attempt of the aviator. The controls worked perfectly in every respect, the machine having to travel on the arc of a circle in order to make the distance it did in a field the size and shape of the association's grounds.

The officers of the Signal Corps of the United States Army are busy preparing for the series of official tests of flying machines near the fort, beginning this month. These tests are expected to extend irregularly through the Summer, the exact date of each entry depending simply upon the time it takes each competitor to get his machine—dirigible balloon or aeroplane—in readiness. The greatest interest in the trials centres in the announcement of the Wright brothers that they will have their double aeroplane ready by September, and will make a trial flight from the fort parade grounds. Another airship to fly without the aid of a gas bag is one that A. M. Henning of New York is expected to enter.

Rene Quinton, of the Aero Club of France, offers a prize of \$2,000 for the first aeroplane that will remain in the air for five minutes with the motor extinct without falling over fifty meters.

Road Construction and the Abolition of Dust

There are not, I think, many subjects which during the past few years have more forcibly thrust themselves upon the attention of the general public than the effect on our roads of that great expansion of self-propelled traffic, which we have witnessed since the Act of 1896 permitted the general use of motors on highways, said W. J. Taylor, M. I. C. E., in a paper read before the Institute of Automobile Engineers (London).

From the engineer's point of view the most serious effect of motors on roads is the wear and damage which they cause to the road surfaces, and the strain which they occasion in the road crust and foundation.

Any increase or expansion of traffic on a road, self-propelled or otherwise, must obviously cause increased wear on the surface, augment the abrasion in the road crust, and hasten the development of any weak spots which may exist in the foundations or in a yielding or weak subsoil. The effect of the heavy motor wheel, however, is, so far as my experience teaches me, to hasten deterioration in these respects more rapidly and more seriously than in direct proportion to the extra number of journeys or to the additional weight carried over the road surfaces by them. This is no doubt due to the small diameter of the wheel usually employed by the designers of motor luddies and by the more rapid pace, compared with ordinary traffic, at which the self-propelled vehicles travel.

Even by the exercise of the greatest care in consolidating broken granite on a good foundation, and so bringing all its units into solid compact by dry and wet rolling, that they inter-key and bear on each other without an intervening film of "binding material," it is impossible to obtain an absolutely true surface; the wave effect is always present more or less, and is often developed un-

til the surface is so badly corrugated that the fast-traveling vehicle proceeds by a series of impacts. The greater the degree to which the surface fails to keep in close contact with the wheel, the quicker the trouble accumulates. The advantages of wheels of large diameter were shown by Morin and other investigators early in the last century, and they have been repeatedly and fully demonstrated in recent years, especially by the very instructive experiments of Dr. Hele-Shaw.

It has always been understood how vital it is to construct road surfaces with a moderate cross-fall—the least that is consistent with proper drainage—in order to induce traffic to use the whole width of the road from side to side, and thus distribute the wear, and obtain, as far as possible, an even and regular reduction of the road metal over the whole surface from margin to margin.

The rectification of defects in the cross-fall has made good progress since the renaissance of our roads, although on many of them it is difficult to accomplish. On long mileages of country roads it is too expensive to lower the center; this method also often carries with it the very great objection of disturbing the thin road crust at its weakest part and where the traffic is generally perilously near the subsoil. The excessive fall is therefore usually rectified by filling up the side or water-tables prior to recharging with new coats of metal.

In towns and other similar places it is often impracticable to effect the desired improvement. The sides are usually at a level fixed by kerbs, paths and doorways, while the center sometimes carries a tramway; or it often is the case that a reduction of the center level would bring down the traffic dangerous-

ly near to gas and water mains and their connections lying just below the surface, or it might expose them to frost.

Perhaps the most obvious defect in our roads is the insufficiency of their foundations. Where roads run over hard strata, such as rock, compact gravel, or similar hard ground, no special precautions in the way of foundations are usually necessary; but where the subsoil is clay or of other soft or mobile material, the necessity for providing an artificial foundation is of course paramount.

At the present the road engineer has to satisfy himself with providing a foundation by the method of "accumulation," that is to say, he endeavors each year to lay down a little more material than is actually worn out, and so gradually accumulate a support for his road, with the hope that one of these days it will be of sufficient thickness to spread and transmit the imposed load to the weaker subsoil, and so avoid rupture of the surface, and arrest that movement in the core of the road, which means grinding and waste of metal. Even this method of strengthening, while it makes the least immediate financial strain on the road authority, is a costly process.

It is some indication of cost if we bear in mind that "accumulating" one inch consolidated in thickness over the whole length of 27,556 miles of main roads in England would be about £9,000,000. If, for the purposes of hastening this accumulation, and for raising the sides of these roads alone where the cross-fall is too steep, we allow, on the average, the modest sum of £100 per mile per annum until the good work is done, you must add a sum of £2,755,600 to the present annual bill of £2,529,000.

The roads under the jurisdiction of county councils are now, and have been for many years, the scene of innumerable experiments on all classes of materials, and while I fully recognize the

value of the experiments on road stones conducted in the geologist's laboratory, the road surfaces must in the end prove to be the only real and trustworthy laboratory of the practical engineer. It is only by carefully noting the behavior of different metals on the varying subsoils—on bed rock, moving sand, oozing chalk, and slippery clay—under traffic of every kind, and by observing the effects of the varying climatic conditions which prevail in his particular part of the country, that he is able to gain a reliable knowledge not only of the relative wearing values of road materials, but also of their qualities in regard to foothold and ease of traction.

It has been possible to pretty well determine long ago which are the best road materials available, but the determination of the best materials is the lesser part of the problem; the greatest is to find the funds to procure the material.

If you draw an imaginary line across the country from somewhere near Flamborough Head to Weymouth, you have in the southeastern triangle thus formed a portion of country which contains no sources of supply of good road metal, and one of the greatest and most costly tasks the counties within this area have for many years had to face is the substitution of harder and better material, imported at considerable cost, for their local and less satisfactory stones.

One of the effects of the motor—as of any other increased traffic—is to render this improvement in the character of the material of increased importance, and to accelerate a change which has been pressing since the first traction engine was put upon the road. The inferior material used cannot be at once replaced, bulk for bulk, by superior material, on account of the huge cost involved by the change; therefore, this, which is one of the first and obvious steps in the improvement of roads, may

only be carried out with painful slowness, and at a rate which, without financial aid from some source which is not at present apparent, will be slow enough to arouse the impatience of the road user, but quite rapid enough to throw a great and serious burden on the shoulders of the ratepayer.

There are within the triangle, so far as I have been able to ascertain, at least 4500 miles of main roads which yet have surfaces of flint, gravel, limestone, or other inferior material. To coat these roads with a veneer of granite or basalt, 3 inches in thickness consolidated, would cost just under £5,000,000; assuming that you take five years to accomplish the work, and that you deduct from this estimate the cost of the present method of maintaining those roads, you add to the road bill of the country for each of these five years a sum of about three-quarters of a million, without allowing anything whatever for improving the cross-fall or putting in a substantial foundation.

"The dust problem," about which so much has been said and written, is not, as you already know, by any means a new evil, although the effect of fast motor traffic has been to so very greatly increase it as to bring it to an acute stage, and make it absolutely necessary that some remedy should be found. Dust was a great trouble to our forefathers—the numerous pumps on the old Bath and other roads will bear witness to this—but as in our own time surface watering was found to be insufficient to meet the difficulty, and they endeavored to find other and more effective palliatives. Cooper was granted a patent for the use on roads of a solution of common salt and some deliquescent chloride such as that of calcium or magnesium.

We have on roads two very distinct kinds of dust; first, that imported by animal traffic, which is the most offensive and objectionable of all, and sec-

ondly, the dust which is due to the wearing of the road material either on the surface directly under the traffic, or in the core of the road caused by attrition or rubbing of the stones by movement due to passing loads, and which may work to the surface together with mud from a wet subsoil where the road crust is insufficient to prevent it. While it has been realized that excellence of ordinary construction goes far to reduce wear, and therefore reduces the evil of dust, it has also been fully understood that it does not by any means prevent it, and many and persistent have been the efforts during the past three-quarters of a century to so modify or improve ordinary macadam, as to convert the road crust from the condition of a porous mass of stone units, more or less in a state of movement, to that of an impervious monolith, and by filling the interstices of the metal base with bitumen or other compound, to prevent, or at least to minimize the creation of dust by the causes to which I have last referred.

Ordinary tar macadam was one of the first attempt in this direction, and it is, of course, a very old form of road surface, and has been used in this country for upwards of fifty years. When properly made and applied it is most efficacious in minimizing dust and mud, and as a consequence it carries with it the advantage of increased longevity, as compared with ordinary macadam. Unfortunately, the cost of £2,000 to £3,000 per mile has restricted its use to towns, and makes its general application to country roads impracticable. Much ingenuity and thought have been devoted to the task of finding simple and inexpensive methods of laying ordinary granite, basalt, or other road stone in a bituminous matrix, in such a manner that the interstices between the metal base throughout the road crust may be filled with it, instead of rolling the broken metal dry, and then adding

water and "binding" in the ordinary way.

The general application of the impervious road surface to trunk roads is not likely to be undertaken for the present; the initial cost has prevented its use, otherwise a large proportion of our roads would possibly be already of that improved form of construction.

Granite chippings mixed with "Tarvia," the result of Mr. John Hutchinson's investigations, were used in the proportions suggested by Mr. Gladwell, but the cost of consolidating Mount Sorrel granite in this matrix was, with a top dressing of Tarvia and chips, 46 per cent. more than consolidating the same metal with water and grit. In another experiment, the cost of consolidating Rhenish columnar basalt in the matrix without a top dressing was 38 per cent. more than the cost of consolidating the basalt with water and grit, which is as nearly as possible the result which might be estimated from the costs of the materials employed; probably 40 per cent. would prove to be the average cost in country districts, bearing in mind the first cost, and in many cases the very long haulage of tarred matrix, as compared with the cheaper and shorter haulage of water and grit, and this method of consolidating the material on main roads alone would, therefore, add at least another three-quarters of a million per annum to the road bill.

Another great obstacle to the general adoption of the impervious road has been the necessity of immediately constructing adequate foundations to carry it, as in the absence of an unyielding bed the defects which quickly appear in the surface are much more serious than in the case of ordinary macadam, so that the method of "accumulating" a foundation must be abandoned and a solid road bed at once provided to carry the better form of surface. In addition to this, it is necessary to raise the sides

in order to still further flatten the cross-fall of those roads which may have a camber suitable for ordinary macadam only. The cost of these necessary improvements of foundations and cross-fall on the main roads only of England and Wales is so vast that even if the cost of providing the impervious surface were much less there are no prospects whatever at present of finding the funds to carry out the work.

It was at first hoped that tar-spraying might prove helpful by saving wear and tear on inferior materials, such as flint and gravel, and so assist in tiding over the period necessarily occupied in making the transition to harder stone; but experience has shown that, in most cases, these poor materials do not behave satisfactorily under tar treatment, and in some cases disintegration is hastened—in wet weather the material is inclined to churn up, and the surface is covered with a thick, black and most objectionable mud.

As a method of laying dust, other than that of imported nature, the tarring of roads has met with considerable success, and its employment is rapidly extending, notwithstanding the objections raised on account of the tar being taken into houses, spoiling carpets, or polluting streams.

I need scarcely point out that a most important consideration, from the point of view of the ratepayer, is the extent to which the tar treatment of roads saves wear and tear on the surface and adds to their longevity. Opinions both here and in France undoubtedly take the view that an increase in the life of the road is secured by tar-spraying the surface, although it is difficult, if not impossible, as yet to fix the exact degree of the saving, and to say if it is, on the whole, very appreciable, varying, as it must, with all the differing conditions of weather and situation.

In whatever other way a tar-sprayed

macadam road may fail on comparison with a bituminous metal, a tarmacadam, or a Tarmac road, it undoubtedly carries with it this advantage—it is financially possible to apply it over a vastly greater mileage; it does not interfere with that method of "accumulating" a foundation with which engineers have to be satisfied. It to some extent prolongs the life of the road, and, therefore, with the same expenditure on materials it gives increased opportunity of improving the cross-fall and extending the hard stone surface in substitution for soft material, and it brings immediate, if not complete relief from dust to all those who use or live by the road. It is on these grounds that I agree with the opinion expressed by Mr. Maybury, the County Surveyor of Kent, and many other road engineers, that the roads of the immediate future—except in towns and special places where costly pavements are warranted or justified—will, for financial reasons, be of ordinary macadam structure, granites, basalts, and other such stones being substituted for soft local material, as funds will permit, and with a surface treatment of tar. But even this modest program will not easily be realized. The cost of tar-spraying 27,556 miles of main roads alone, assuming them to average 18 feet in width, including fencing and gritting, would amount to about £1,500,000 per annum.

Although by consolidating your material in a bituminous matrix of some kind or other, and, to a lesser extent, by tax-spraying, you seal down your surface and reduce dust to a minimum, you still have to deal not only with that which is produced by actual surface wear under contract with traffic, but you have to cope with that most offensive form of dust which is imported on to the road surface, and which can only be entirely avoided by the abolition of horse and other animal traffic from the road.

It has proved a distinct disappointment to the public to find that improved forms of road surfaces, such as those we have just been considering, are not entirely free from dust; in fact, there is no such thing as a dustless road. Under certain conditions of the atmosphere, when ordinary macadam roads are moist, and by reason of this humidity hold down or fix the objectionable imported matter, the more impervious surfaces quickly dry, and the offensive dust being freed, is easily raised by traffic and becomes a great nuisance. I have on many occasions noticed this on a length of Tarmac laid down by the Hants County Council; in consequence, these impervious forms of road do at times and in certain localities require increased labor and expenditure in cleansing and washing.

A Favorite Resort for Motorists

Last week the new Casino of the Chateau des Beaux Arts, at Huntington, L. I., was opened to the public. Many automobile and yachting parties inspected the addition to the well known hostelry and its beauty and attractiveness evoked much favorable comment.

The long, low building is made of cement, and always cool, for it has one floor for dining under ground, from which extends a pergola, also used for dining. From this open the cold storage rooms, wine cellar and kitchens. Two broad tunnels extend to the Chateau, underground, one for the waiters and one for the diners. The Casino restaurant is handsomely fitted with chrysal chandeliers, marble trimmings and a marble staircase leads to the pergola above.

The automobile road to Huntington is oiled and dustless. It extends along a picturesque part of Long Island, where many wealthy residents of New York have their summer homes.

Touring on the Mississippi's Flooded Bank

NEW ORLEANS, June 25.—With the broad Mississippi river teeming over its bank and the roadway submerged nearly three feet, a party of automobile enthusiasts recently made a trip to Baton Rouge and return, a distance of nearly 200 miles.

The trip was made in a single day. The present stage of the river is above normal. At several places the waves wash over the banks and all the country roads are inundated. Not knowing the condition of the road, the party set out from New Orleans to the capital city of Louisiana for the purpose of taking a pleasure ride and to attend a session of the legislature, now in session.

About a few miles from the Crescent City the party encountered the water, which was about ankle deep. As the automobiles proceeded deeper water was felt, until three feet was nearly reached, making the automobiles resemble power pleasure boats.

This method of procedure was followed for miles and miles and it was

only near the capital city that the automobiles emerged from the watery roadway onto grand land. The party did not take time to visit the State capital, but immediately proceeded homeward. The same route was taken, but more experiences were had. Toward the sunset several huge alligators were seen to paddle through the water and crawl to a place of safety on several logs near the roadway. As the autos passed them with a slish they turned turtle and disappeared into the water, only to appear on the surface at another point.

The river is still rising and daily records are being made of crevasses. At present the entire northern section of the State is inundated, brought about by a crevasse of the Red river.

In the party that made the trip were: Messrs. W. P. Johnston, Dave Hine-line, Mr. and Mrs. W. P. Parkhouse, Mrs. W. P. Johnston, Mrs. Georgia E. Guillemot, Miss May Guillemot and Ed. Parkhouse.

Plenty of Entertainment for Visiting Engineers

DETROIT, June 29.—If the Society of Automobile Engineers, in session here for three days last week, failed to transact much business it can be charged up to the local entertainment committee, which kept the motor experts hitting a lively pace to keep up with the good times provided.

Thursday the twenty-five men in attendance witnessed the launching of a 10,000-ton steel freighter, and in addition there were boat rides on the river, a luncheon at the Detroit Boat Club and at numerous river resorts, tours of inspection to the several automobile plants, and a banquet and reception at the Hotel Cadillac.

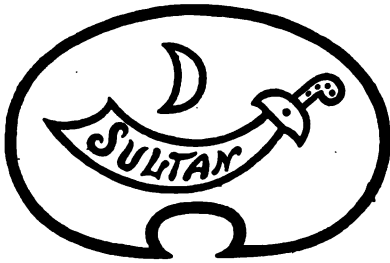
Between festivities the engineers

managed to crowd in business sessions, at which technical papers were read and discussed and topics of general interest canvassed.

Honors Go to Stevens-Duryea

On a hill seven-tenths of a mile long, the newly organized Automobile Club of Rockville, Mass., conducted a hill-climbing contest on June 30, the event being its first contest of any kind. The course was patrolled by the State militia and there were no accidents to mar the day's sport. The fastest time of the day was made in the free-for-all, a Stevens-Duryea car negotiating the hill in 43 1-5s.

Automobile Topics Tour



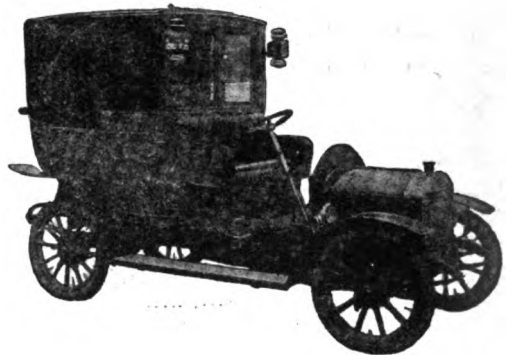
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New York to Greenwood Lake

Greenwood Lake is one of the most beautiful spots in New Jersey and the route to it affords not only magnificent roads, but also some of the most attractive scenery in the entire State. It goes through the Ramapo Mountains, and, although traversing a hilly country, the automobilist need not fear the grades, for they are uniformly easy. The lake itself is well worth a visit, and the scenery around it is magnificent.

There are two routes by which it can be reached—one by way of Hackensack, Pompton and Newfoundland, and the other by way of Montclair to Pompton. As the latter route necessitates the crossing of the meadows to Newark, the former is given, as, although a few miles longer, it gives good roads for the entire distance.

Cross Forty-second Street ferry to
WEEHAWKEN (0 miles).

Ascend the hill to the Hudson County Boulevard and continue north on the Boulevard for about three miles. At the amusement park on the Boulevard (scenic railway, ferris wheel, etc.), T. R. up short grade for about one hundred yards, then left and follow this road down a long and dangerous hill, and at the bottom T. R. and follow trolley tracks to Ridgefield Park, where T. L. and follow trolley through Little Ferry to

HACKENSACK (10 miles).

In entering Hackensack, T. R. with the trolley into Main Street, which follow, passing the railroad station to Passaic Street, where T. L. and follow main road to

ARCOLO (13.5 miles).

Beyond the village T. L., and on reaching the Passaic River do not cross, but T. R. to

HAWTHORNE (19.5 miles).

Keep to the north side of the Passaic River and follow the main road along the river to

HALEDON (21.5 miles).

Continue straight ahead, following the main road over Preakness Mountain to

POMPTON (30 miles).

Continue straight ahead, crossing the Ramapo River. After crossing two railroads, follow the main road along the Susquehanna Railroad through Bloomingdale to

NEWFOUNDLAND (41 miles).

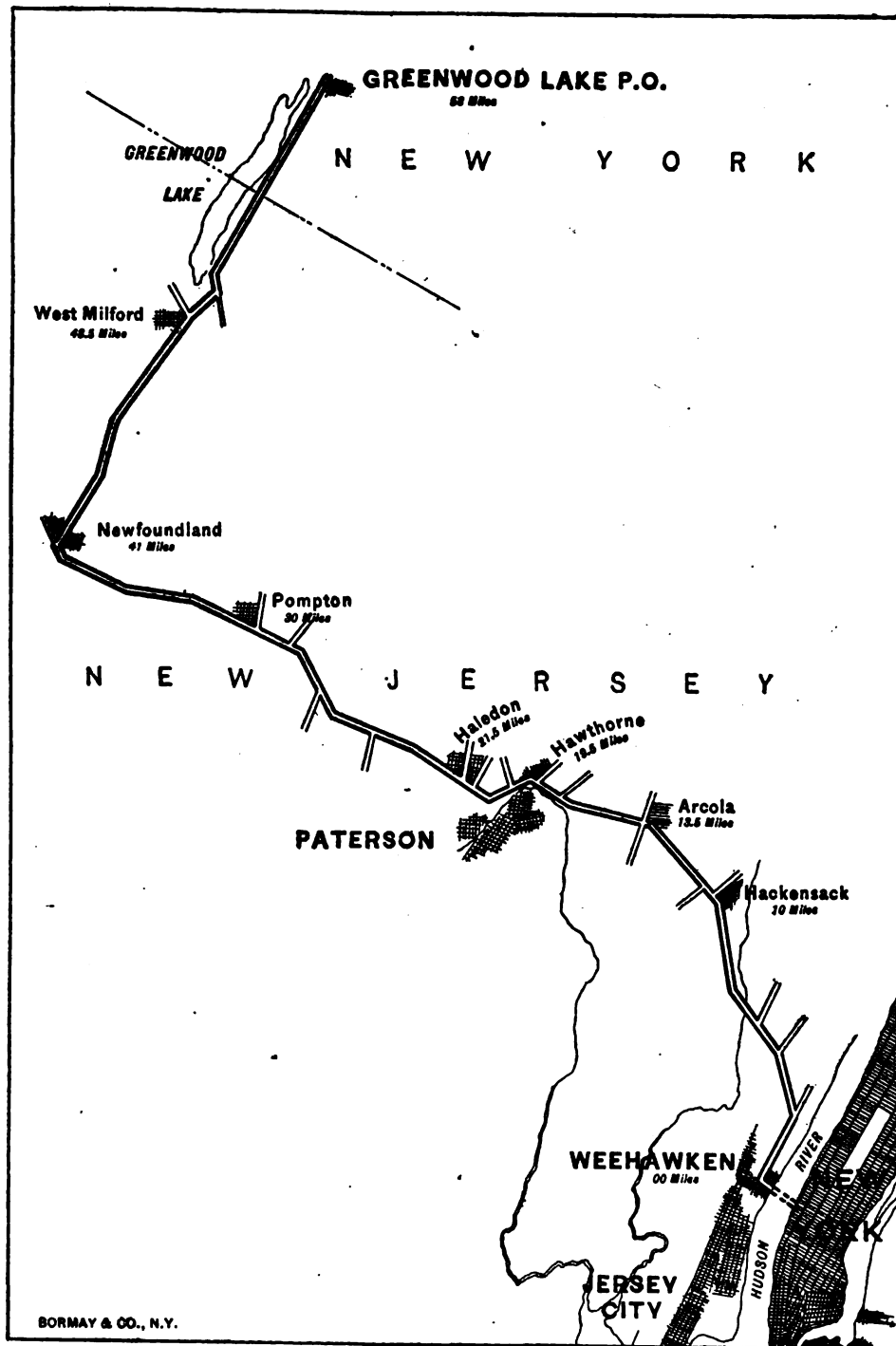
At Newfoundland turn sharp right and follow the road north to

WEST MILFORD (48.5 miles).

Two miles beyond the town, T. R. and continue on the west shore of the lake to
GREENWOOD LAKE P. O. (58 miles).

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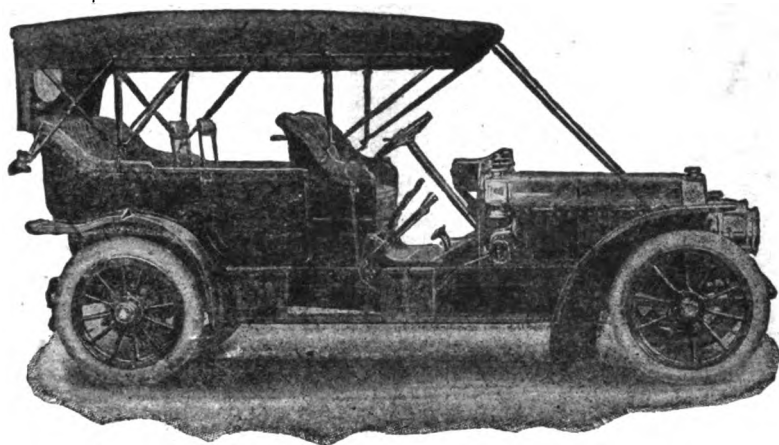


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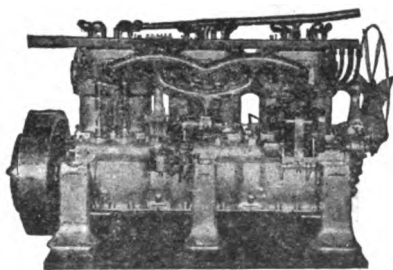
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The Peerless Six Cylinder Car

Peerless values of simplified construction, ease of operation and exquisitely comfortable riding qualities are demonstrated in the construction of the Peerless Model 20.



Peerless Six Cylinder Motor, Intake Side

A ride in the Peerless Six Cylinder Car is a revelation of unsuspected motoring luxury.

With torque practically constant, vibration reduced, and a silent running car, the passengers hardly realize that they are riding in a car propelled by an explosive engine.

They like it best who know it most intimately

A new booklet (E) "Over the Alleghenies in a Six" describes this new model.



The Peerless Motor Car Company

2463 Oakdale Street

Cleveland, Ohio



The Truth About That Amalgamation

Much of the mystery that surrounded the reports of the alleged Maxwell-Buick union was dispelled in an interview with President Benj. Briscoe, of the Maxwell-Briscoe Motor Company.

"The press reports concerning such a union were not altogether without foundation," said Mr. Briscoe, "although in the absence of authentic information the situation evidently has been misunderstood in some quarters. The truth is that from its very beginning the automobile industry has been beset with the trouble that its product was, or, rather, has been made, a seasonable article, a fact to which the tendency of some manufacturers to create new models for each season has contributed a good deal. The result is a period in every season during which not only the manufacture but also the selling of automobiles practically ceases on account of the necessity for preparing raw material for the next season's output. Adoption of this method has made the moderate-priced car a reality, so that it can easily be seen that were these favorable conditions extended over the fall and winter months now spent in preparation and not in manufacture, the benefits would accrue to manufacturer and dealer, as well as to the customer.

With the realization that the moderate-priced automobile is rapidly approaching the importance of a staple commodity naturally came the desire to remove the drawbacks which lingered with automobile making; to put the manufacturer in a position to turn out cars without the interruption which with the present methods is inevitable, to manufacture ahead of the season, as it were, thus insuring more regular and prompt delivery during the actual business season.

Now, with regard to the so-called union, let me say that there has been nothing that could be called negotiations. There have been, however, a series of conferences in which was discussed the feasibility of the proposition in its many phases, financial and physical, all with the end in view to place the business of making and selling moderate-priced automobiles on a basis that will be attractive to the average automobile buyer.

It is quite clear, for instance, that a saving in the cost of raw material would work out to the benefit of the automobile user. With the possibility of controlling the production of the raw material would come uninterrupted manufacture, better seasoning of the cars, a product of greater uniformity, and a centralization and greater harmony of the selling organization.

Added to these advantages must be the better facilities for taking care of the wants of the customer. The automobile dealer would perhaps be the most pleased member of the trade fraternity, because he would be certain that his orders were executed without the delays that now seem unavoidable.

I have a great regard for the dealer, who forms the most important link in the selling chain. While it is pleasing to me that Maxwell cars are selling faster than they can be made, I deplore the fact that many dealers are unable to obtain Maxwell cars for all their orders. And an amalgamation of manufacturing strength, which would in no way eliminate the individualities of two or more automobiles, would be a great step toward a very desirable end. It goes without saying that when the proper time arrives we shall take both the dealers and public into our confidence."

Two Plugs in One

Two plugs in one, each separate and distinct from the other, constitute the feature of the new Edison double-system spark plug, which has recently been placed on the market. Having a steadily growing field in which to work, the plug is certain to attain great popularity.

Hitherto, cars having two sets of ignition use a double set of plugs, one set for magneto and one set for battery. While one set of plugs is in use, the idle set becomes sooted and often refuses to spark, thereby causing delay and inconvenience. In the Edison plug both sets are incorporated in one, and whether magneto or battery is used, the plug is always in operation and cleans itself.

Aside from this feature, the manufacturers claim that no ingredients ever found inside of a gas engine cylinder will cause it to short circuit. The plug has undergone many trials and not once failed to come up to the inventor's expectations.

This plug is the invention of W. L. Edison, second son of Thomas A. Edison, and coming from such a source will



EDISON TWO-SYSTEM PLUG

command wide attention, which undoubtedly it will well deserve.

The price set on this plug is \$2.50, which includes two terminals and a waterproof case.

Growth of Renault Taxicab Service

The Renault people intend eventually to occupy the same place in America in the "taxi" business as they now do in France, where 2,000 cabs are in daily use in Paris streets, while the Renault factory has an order for an additional 1,000 cabs for another Paris taximeter company now forming. London is a close second, with 1,500 cabs in daily use in her streets, and an order already placed for 500 more for a new English company.

Paul Lacroix, General Manager of Renault Freres, announces that the Auto Taxicab Co., of Chicago, recently incorporated to use Renault Taxicabs exclusively, have placed their first order for fifty cabs. Ten of these are already delivered and are now in use.

In New York, the Motor Taximeter Cab Co., incorporated with a capital of \$150,000, has taken over the entire Renault Taxi service, heretofore operated by Renault Freres, and has ordered fifty more cabs. They have offices at 214 West 65th street and stations at Hotel Lafayette, University place and 9th street, and the Cafe Beaux Arts, 40th street and 6th avenue. They use Renault Taxicabs exclusively, two types, 10-14-hp. 4 cylinders and 8-10-hp. 2 cylinders.

M. and A. M. to Meet July 30

The annual meeting of the Motor and Accessory Manufacturers will be held at Atlantic City July 30 and 31.

Tales of an Automobile Stage Driver

After a month of automobile staging in Humboldt county, Cal., with a Thomas Flyer, Charles P. Allen, of San Francisco, has had to return to his home as a result of illness. The stage line is now in the hands of P. J. Quinan. Allen, who is popular along San Francisco's automobile row, brought home with him some thrilling tales of his month's experience. At Dyerville, his car was ferried across the Eel river. On one trip, as the big machine was leaving the big ferryboat and with its nose on the steep bank, the pull of the rear wheels in sending the car up the grade snapped the ropes which held the ferryboat to the shore, and Allen found his Thomas almost standing on one end with the rear wheels in the water, but clawing at the river bottom with all of its 60-hp. It seemed for a moment as if the machine was doomed, as the water is deep off shore at the landing, but the wheels suddenly found some rocks in the sand and with a lunge made the bank in safety with only the loss of a rear casing.

Removed and Replaced Tire in 59 Seconds

It is a matter of record now that a Continental "Ready-Flated" tire can be removed and another put in its place in the space of 59 seconds. This feat was

accomplished last week by R. Piccoli, who won first prize in the competition held by the Continental Caoutchouc Company at their office in New York.

The contest was the first of the kind ever held in this city. Much interest has been aroused and the attendance was large. Each contestant was obliged to loosen and remove the demountable rim carrying the tire and put on the wheel in its place another silimar rim with the new tire, ready to run. This simple operation is all that is necessary when a car has the Continental "Ready-Flated" equipment. The second prize went to Felix B. Faust. The prizes were paid in gold.

Sprague's Latch String is Out

Colonel James H. Sprague, the "canopy autocrat," will hold open house at his office in Norwalk, O., on the Glorious Fourth. Red, white and blue invitations have been sent out to his friends asking them to call on him today between 2 and 6 P. M. More than a hint is given that the inner man will be looked after in good shape.

Premier will be Pilot Car

A 45 hp. Premier has been selected as one of the pilot and confetti cars for the A. A. A. tour.

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AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Tourists and Improved Roads

What will probably be the greatest touring year since the coming of the automobile is now in full swing. Hundreds of cars are on their way to or passing through New York and Pennsylvania, which are the highways to the New England States. Being highways, one would suppose that some effort would be made to keep the roads in proper order for expeditious and comfortable travel over them. That just exactly the contrary is the case is notorious.

Particularly is this true of New York State. There what is known, seriously or derisively, as the "main road" between the east and west is a parody on the name and a disgrace to the great commonwealth which built it and which makes little or no effort to keep it in any sort of repair. In places it is little better than a trail. Just wide enough for one team, a succession of mud holes in wet weather and a dust nuisance in dry, it winds its devious way between Albany and Buffalo, sometimes following the Mohawk River, at others paralleling the splendidly kept railroad, and it gets to its destination just as do most of the travelers who venture on it—in some sort of fashion.

Massachusetts, Connecticut and New Jersey all have their work of road improvement so far advanced that the traveler finds fine highways predominating from the time he enters their borders until he leaves them behind. Pennsylvania, although some distance behind, is making good progress, nevertheless, and its old

fashioned stone pikes, rough and full of bumps as they are, are infinitely to be preferred to the travesties of roads in the Empire State.

It is to be hoped that the \$50,000,000 which New York is devoting to road improvement work will, ere many years, accomplish something in the way of providing a decent highway from New York to Buffalo.

The Race Track Menace Again

Somebody is riding for a fall in the matter of automobile racing on horse tracks. We now hear more talk every week of race meets, actual or prospective, than at any time since this dangerous and useless sport came to a sudden end in Buffalo a few years ago. On all sides there is talk of race meets, and a new body is said to have been formed to run races at prominent tracks on the continuous circuit plan.

If we turn to the other side of the picture, we find the official head of the American Automobile Association on record as saying that "sanction money is blood money." Within a week or two he has been re-inforced by various people in the trade, who declare that they have washed their hands of horse-track automobile races. That a continuation of the hazardous sport is worse than folly has been pointed out many times. The meet that ends without an accident is a rarity, while nearly every horse track in the country has its victim, killed under harrowing circumstances.

Officially, the American Automobile Association recognizes racing on horse tracks. It does not mention them specifically, but it does refer to circular and irregular shaped tracks of all kinds; its rules have been revised and brought up to date in order to cover just such things as horse-track racing. Bowing to the universal demand that such contests should either be abolished or surrounded with such restrictions as to reduce as much as possible the likelihood of disasters such as have sickened the world in this and past years, a set of rules was prepared, and later promulgated, requiring a large number of safeguards to be thrown around the tracks.

Thus we see the president of this association thundering against horse-track racing and the body itself encouraging it and deriving a part of its revenue from it. A like conflict is going on in the trade and among motorists not financially interested in the industry. Some of them declare that horse-track racing is a crime, and refuse to permit their cars or tires to be used in such races; others support racing and will probably continue the pursuit until they or someone close to them is killed.

It is full time that the various bodies having control over racing should place themselves on record in the matter. If they do not racing on horse tracks will fall into the hands of people without any clear understanding of the responsibility they incur or of the lamentable disasters that may occur as a direct result of so doing.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

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CHANGES AND ADDITIONS (No. 10)

A

Air Resistance in Aviation, Co-efficient of.—We know that the motion of a surface permits a heavy body to obtain a purchase on the air by means of rotary devices in causing oblique planes of variable dimensions to turn until the resistance of the air is able to sustain them. The value of such resistance, which varies notably according to whether the movement is orthogonal or oblique, has been pretty accurately determined.

1. Orthogonal motion (helicopter and ornithopter).—The co-efficient of this was in the first place determined by Newton, who ascribes to it the value 0.065. Later on, Canovette increased it experimentally to 0.070, while Colonel Renard makes it slightly more, say, 0.085.

2. Oblique motion (aeroplane).—The co-efficient of this depends on the form and angles of the apparatus. But, from recent experiments, it is possible to ascribe to K the value 0.6, mean value (Lilienthal 0.3; Santos-Dumont, 0.4; Chanut, 0.6; Ferber, 0.7; Farman and Delagrè, 0.67. Let us adopt the mean value 0.6 and employ the following formula relating to oblique motion: Then the weight P (expressed in kilogrammes) that can be supported in the air by an aeroplane surface, S (square metres), moving with a speed, V (metres per second), and angle of attack, Y (expressed in part of a radius), is obtained thus:

$$P=0.6 S V^2 Y.$$

Example: Suppose $S=50 \text{ m}^2$; $V=13 \text{ m}$; and $Y=0.1$ (corresponding to an angle of attack of 6°). Then the aeroplane will support 507 kilos., since $507=0.6 \times 13^2 \times 0.1$.

B

Brake, Strap.—A strip of metal, firmly secured at one end and bent over a wheel or brake-drum. When drawn taut by means of a lever, so as to embrace the

drum closely, it acts as a brake. It is used both as a brake proper and in certain forms of dynamometer, q. v.

C

Cellit.—A variety of acetyl-cellulose of the nature of celluloid, but non-inflammable. It forms with camphor a plastic and easily worked mass and dissolves also in acetic ether and other harmless solvents. It is even possible to substitute other substances for the camphor and thus produce different varieties of "cellit," hard like celluloid, soft like leather, and even extensible like rubber. These varieties are all perfectly transparent, unaffected by water, free from brittleness, and incombustible. Cellit has been used as an insulator for electrical wires, on which it forms a cheaper, thinner and more ornamental layer than silk. In the form of sheets it is well adapted for the manufacture of water-tight packages, such as accumulator boxes, etc.

Cog, Hunting.—The provision of an extra tooth in a gear-wheel, so that the number of teeth on the wheel is not an exact multiple of those on the pinion. This prevents the same set of teeth from coming continually into contact and equalizes the wear.

Cold Short.—Iron or steel which is brittle "in the cold," that is, below a dull red. Such defect is mainly due to the presence of phosphorus, arsenic or silicon. See Short, and Red Short.

Cylinder-deposit.—A trouble due either to over-lubrication, or to the use of too "rich" a mixture, that is, to the burning of too much gasoline for the quantity of air admitted. It is detected by "self-ignition" (q. v.). It is possible to run with a four-cylinder by using an extra charge, that is, a mixture with too much air for full power, since this will help to prevent pre-ignition. The deposit may be removed by careful scraping of the interior of the cylinder by hand.

D

Distribution-shaft.—See Cam-shaft.

E

Efficiency, Fuel.—But about one-fifth of the heat given to the best internal combustion motor is utilized as power. The loss of heat to the jacket is the most important loss in such an engine. The fuel consumption per i. h. p. an hour for a particular motor at two speeds, one being half the other, has been found by experiment to be practically the same; but the fuel efficiency decreases with the speed beyond certain limits. This is shown by the rise in temperature of the products of combustion and is due also to the increase of the negative work, corresponding to the periods of exhaust and admission in the motor. The plant efficiency improves almost in proportion to the speed if the motor be designed for the higher speed. The amount of heat passing to the water in the jacket increases slightly, and the temperature of the exhaust gases always rises in almost exact proportion to the decrease in efficiency of a motor.

An improved efficiency resulting in an economy of three cubic feet of gas per b. h. p. an hour (equal to 11.7 per cent. of the total consumption of gas) has been obtained by thoroughly cleaning the cylinder of exhaust products. At the same time, the well-scoured cylinder can take in a large proportion of fresh gas, so that more power, as well as more efficiency, results from an effective and thorough exhaust, particularly if scavenging of the combustion space is adopted.

The ratio of indicated to useful work may be taken at 75 per cent. for an internal combustion motor. Of this about 85 per cent. alone reappears for each reduction gear or transmission gear. Thus we obtain 85 per cent. from the motor via gear-box to the longitudinal shaft; 80 per cent. from the gear-box shaft via bevel-wheels to jack-shaft; 85 per cent. from bevel-wheels to road-wheels via chains. Fuel efficiency depends also upon good ignition timing.

L

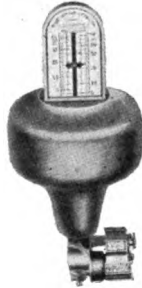
Leaning Thread.—See Thread, Leaning.

M

Manette.—A French term sometimes applied to the throttle and ignition lever mounted on the steering wheel.

Metallic Manometer.—See Manometer.

Motometer.—A form of automobile speed-indicator in which the instrument is attached to the dashboard and driven through the medium of a flexible shaft from one of the front wheels of the car. Readings for speed are taken from a vertical dial which is graduated very plainly in miles and marked in prominent and easily read figures at intervals of five miles.



Motor, Alcohol.—Any gasoline type of motor fitted with such a form of carburettor as shall be adapted to operate with alcohol. An interesting example of such a motor is the Gobron-Brillié.

Motorist.—A synonym for automobilist.

N

Needle Lubricator.—See Lubricator, Needle.



Nut, Cap.—A small internally threaded cap to close an orifice; called also an "acorn-nut."

P

Power, Animal.—The following figures give a basis of comparison as between motors, horses and men, in the ability to do work:

A man exerts a force of 30 lbs. for 10 hours in a day, with a velocity of 2.5 feet per second, equivalent to 4,500 lbs. raised 1 foot in a minute, = .2 of the work of a horse.

A man can travel, without a load, on level ground, during 8.5 hours in a day, at the rate of 3.7 miles an hour, or 31.25 miles a day. He can carry 111 lbs. 11 miles a day.

A carrier going short distances, and returning unloaded, can carry 135 lbs. 7 miles a day. He can transport, in a wheelbarrow, 150 lbs 10 miles a day.

A horse can travel 400 yards, as a walk, in 4.5 minutes; at a trot, in 2 minutes; and at a gallop, in 1 minute.

A draught-horse can draw 1,600 lbs. 23 miles a day, weight of vehicle included.

The ordinary work of a horse may be stated at 22,500 lbs. raised 1 foot in a minute for 8 hours a day.

A horse can exert a horse-power for but 6 hours a day. One machinery horse-power is therefore equivalent to that of 4.5 horses.

S

Shaft, Distribution.—The same as cam-shaft, q. v.

Soaking.—Permitting a freshly cast ingot of steel to remain in what is termed a "soaking pit," in order that its temperature may, prior to rolling, become uniform throughout. If allowed to cool in the air the exterior cools much more rapidly than the interior, which may remain in a fluid condition for some time.

Speed, Variation, Cyclic.—Cyclic variation in speed, which is the chief cause of noise in gear, of vibration and of wear in gear and tires, is both difficult to cure and to measure. The cyclic irregularity of a motor is defined as the ratio of the difference between its maximum and minimum velocity in any one cycle, to its mean velocity. The great difficulty met with in measuring such ratio is perhaps the continual variation in the mean velocity. Schaefer and Budenberg's measuring apparatus consists of a disk attached to the motor shaft and a fly-wheel revolving freely on the same axis. The disk and fly-wheel are geared together by a planet gearing the axis of which, at right angles to that of the wheel, carries a pencil point which makes a tracing on a revolving drum. This apparatus is troublesome in the calculation of results and is not sufficiently sensitive for small irregularities. Radinger's method of measurement uses a turning-fork which traces a wavy line on a smoked cylinder attached to the motor-shaft. Göpel's apparatus is based on the same principle; but the method is far from sensitive, and is useless for the measurement of small irregularities of 1-100 and less. Another apparatus is constructed on the principle of von Altenek's transmission dynamometer, a pulley attached to the motor shaft being connected by a belt to a fly-wheel, which takes up the mean velocity of the motor. The elasticity of the belt, however, renders this apparatus unsuitable

for any absolute measurements. Upon the whole, the only method which has been found capable of measuring an irregularity of less than 1-100 is to employ a small independently excited dynamo driven by the motor, and to take its curve of volts by means of a Joubert contact-maker and potentiometer. Since the volts are proportional to the speed, this gives also the curve of speed of the motor. If there be no irregularities in the dynamo pressure due to its construction, this method is capable of giving very accurate results; but it is troublesome and quite unsuitable for practical work.

Spring Drive.—See Drive, Spring.

Static Load.—See Load, Static.

Steam Temperatures.—A glance at the steam gauge and the following table of pressures will at once show the driver of a steam carriage the temperature that exists in his generator.

Pressure	Temperature	Pressure	Temperature
15 lb.	212° F.	65 lb.	299° F.
20 "	228° F.	70 "	304° F.
25 "	241° F.	75 "	309° F.
30 "	252° F.	80 "	313° F.
35 "	261° F.	85 "	316° F.
40 "	268° F.	90 "	322° F.
45 "	275° F.	100 "	330° F.
50 "	282° F.	120 "	343° F.
55 "	288° F.	150 "	362° F.
60 "	294° F.	180 "	375° F.

Strap-brake.—See Brake, Strap.

T

Taping.—A term used to describe the operation of covering an electric conductor, etc., with tape, which forms part of the insulating covering.

W

Wheels, Road, Diameter.—The larger the road-wheels are, the less will be the power required to drive a car on ordinary roads. Theory seems to show that the road resistance decreases in proportion to the wheel diameter, but experiments made to verify this do not exhibit quite so favorable results; although a gain almost in proportion to the square root of the diameter has been obtained. The main reason why large wheels are not more used are: 1. They are expensive and fragile. 2. They greatly increase the cost of tires and wheels. 3. They render access to the seats more difficult.

Large wheels, however, may be ex-

pected to diminish tire troubles to a certain extent owing: 1. To the diminished shocks. 2. To the increased wearing surface. 3. To the decreased number of flexure of the rubber, for a given mileage.

Wheels, Roads, Speed of.—The following table gives the revolutions per minute of different sized wheels to make various speeds:

Diam. of wheel in ins.	Miles per hour.									
	2	4	6	8	10	15	20	25	30	40
24	28	56	84	112	140	219	280	350	420	560
26	26	52	78	103	129	194	258	323	388	517
28	24	48	72	96	120	180	240	300	360	480
30	22	45	67	90	112	168	224	280	336	448
33	20	41	61	82	102	153	204	255	306	408
36	19	37	56	75	93	140	187	234	280	374
42	16	32	48	64	80	140	160	200	240	320

Wind in Aviation.—The wind "blows" when the air has not the same velocity as the earth, or when its direction is contrary thereto. Pure theorists assert that the wind does not exist in aviation. In this they are both right and wrong. They are right because, after an aeroplane has ceased its contact with the earth, it no longer belongs thereto. There exists for it, in fact, only the relative wind created by its own velocity.

Theorists are wrong because the wind is not regular. Were it visible, it would resemble wreaths of smoke escaping from a chimney. Besides, natural or artificial obstacles cause whirls near the

earth. Finally, its greater or less velocity, on the contrary, favors the speed of artificial birds.

Let us suppose an aeroplane requiring a lifting velocity of 50 feet per second, and regard it from three points of view: 1. Wind null.—In this case the aeroplane will have a speed of 50 feet per second at the floating point, and will make in the air 50 feet per second with respect to the earth. 2. Wind ahead at a velocity of 15 feet.—The aeroplane will rise as soon as it attains a speed of 30 feet with respect to the ground; but with respect to the molecule of air or to a spherical balloon adrift in the same stratum of air, it will always have its proper speed of 50 feet per second. 3. The wind astern at a speed of 15 feet.—The aeroplane will rise as soon as it reaches a speed of 60 feet with respect to the ground, and will have in the air a speed of 50 feet with respect to the atmosphere; but will make 60 feet per second with respect to the earth.

It must be observed, in fact, that the apparatus is immersed in a current that makes 15 feet per second. In like manner, the speed of a man walking on a rolling sidewalk is added to the proper speed of the latter.

Finally, if the aeroplane were flying against a wind of 60 feet it would recede in flying by 15 feet per second with respect to an observer standing still on the ground.

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News Notes

Since the announcement of the new Chalmers-Detroit car at \$1,500 and the Chalmers-Detroit Forty for 1909, the Chalmers-Detroit Motor Company has renewed contracts and closed up a great many dealers for the coming year. Among those who have signed contracts within the last week are Chas. B. Shanks, formerly sales manager of the Winton Motor Carriage Co., who takes Cleveland and northern Ohio; J. H. McDuffee, who will handle the Chalmers-Detroit line in Colorado, Wyoming and New Mexico, with Denver as his headquarters; C. E. Whitten, of Boston; Capital City Garage, of Montgomery, Ala.; The W. L. Hibbard Motor Car Co., of Milwaukee; E. P. Moriarity Co., of Kansas City; Fort Dodge Automobile Co., of Fort Dodge, Ia.; Chas. J. Durham, of Muskegon, Mich.; Newark Garage and Repair Co., of Newark, N. J.; The Barclay Auto Co., of Minneapolis.

The Lawton-Lawson Co. has been incorporated in Wisconsin with \$25,000 capital, to build automobile and marine engines. The location is De Pere, Wis. Six types of engines, ranging in horse-power from 6 to 24, will be turned out.

In future the Renton-Williams Motor Car Co., of Los Angeles, Cal., will be known as the Renton Motor Car Co., P. A. Renton having purchased the interest of Geo. M. Williams.

INCORPORATIONS

New York, N. Y.—S. P. O. Automobile Co., with \$25,000 capital. Incorporators: Jules Godefroy. Albert M. Newburgh.

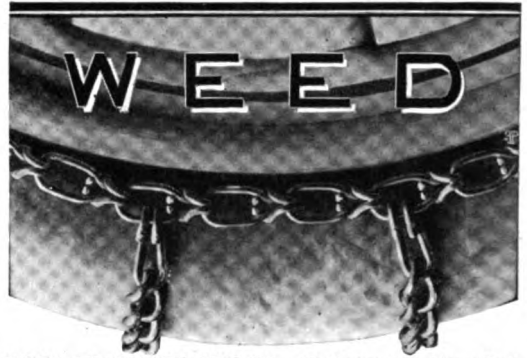
Phoenix, Ariz.—Coey Taxicab Co., with \$500,000 capital. Incorporators: C. A. Coey and C. E. Gregory.

Worcester, Mass.—Macker-Tyler Co., with \$1,000 capital, to deal in automobiles. Incorporators: Melvin A. Macker, Oliver P. Tyler and Frederic T. Sanford.

Niagara Falls, N. Y.—Frontenac Garage Co., with \$10,000 capital, to deal in automobiles. Incorporators: Eugene Cary, Elmer H. Porter and Daniel Burtch.

Halfmoon, N. Y.—Automobile Co-operative Association, with \$40,000 capital, to manufacture automobiles and motor boats. Incorporators: F. B. Roues, William C. Dickerman and H. H. Williams.

Jersey City, N. J.—Elkwood Park Automobile Association, with \$10,000 capital, to hold and manage automobile races. Incorporators: B. S. Mautz, J. R. Turner and R. R. Thien.



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Automobile Calendar

July 4.—Automobile Races at Wildwood, N. J., under direction of Wildwood Motor Club.

July 4.—Road Race in Indianapolis, Ind., under direction of Indiana Automobile Club.

July 4.—Race Meet at Elkwood Park, Long Branch, N. J.

July 4.—Race Meet at Pimlico track, Baltimore, Md., under auspices of Motor Car Racing Association of Baltimore.

July 6.—Voiturette Race, by the Automobile Club of France.

July 6-8.—National Convention of the A. A. A. and start of Fifth Annual A. A. A. and Glidden Tour, at Buffalo, N. Y.

July 7.—Grand Prix on Dieppe Circuit, under direction of the Automobile Club of France.

July 11.—Hill-climbing Contest on Depot Lane Hill, N. Y., under direction of Riverside Motor Club.

July 11-15.—First Annual Wisconsin Trophy Tour of the Milwaukee Automobile Club.

July 12-19-26.—Competition of flying machines at Spa.

July 14.—Paris to London, Aerial Race.

July 13-17.—International Race Week, Automobile Club of Ostend, Ostend, Belgium.

July 15.—Race Meet at Hamline track, St. Paul, under auspices of St. Paul Automobile Club.

July 18.—Motorboat Race from Marblehead, Mass., to New Rochelle, N. Y.

Mention "Automobile Topics" when writing.

July 19.—Competition of spherical balloons at Brussels.

August ...—Coupe de la Presse, by Automobile Club of France.

August 1.—British International Trophy Motor-boat Contest in Huntington Harbor, L. I.

August 1-10.—Motor-Boat Week of Ostende, Ostende Yacht Club.

August 9-16.—Motor-Boat Race from Paris to the Sea.

August 12.—Ardennes Circuit Races and Coupe de Liedederke, Automobile Club of Belgium.

August 20-22.—Power boat races at Alexandria Bay for the Gold Challenge Cup.

August 29-30.—Mont Ventoux Hill Climb.

September 1-8.—French Voiturette Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

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Practical and to the Point

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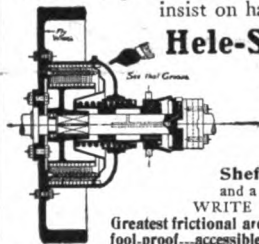
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September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

December ...—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

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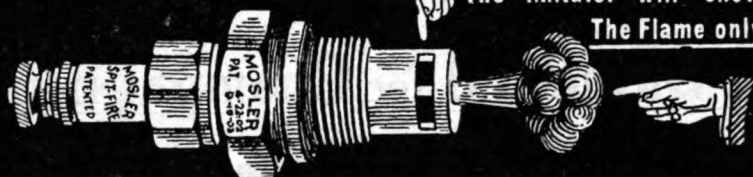
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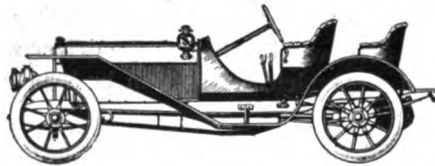


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Anticipating a considerable increase in our production (now 8 to 10 per day), we will, on the appearance of our Model B car July 15th, send four runabouts and one delivery car over the above routes in order to show this wonderful little car to all sections. With the detours necessary to cover good towns and agency points, the first four routes will be over 1,500 miles each, and the fifth about 750. No particular speed is required, though with the stops for demonstrations it will be necessary to move lively to complete the run in two weeks.

A silver cup and cash prize will be given to the driver who uses the least gasoline and oil per mile and a complete record will be kept by the observers of all repairs and adjustments.

Observers have been selected among newspaper men. They will carry keys to the tanks and otherwise be given facilities for accurate checking of the performance. At the end of the tours an illustrated booklet will be issued giving exact data.

In connection with the tour the good roads movement will be pushed and good roads literature distributed. The Michigan State Highway Commissioner,

BRUSH RUNABOUT CO

EFFICIENCY RUN

the Model B

RUNABOUT

the Hon. Horatio Earle, a notable advocate of good roads, will assist us in this feature and we expect similar help elsewhere.

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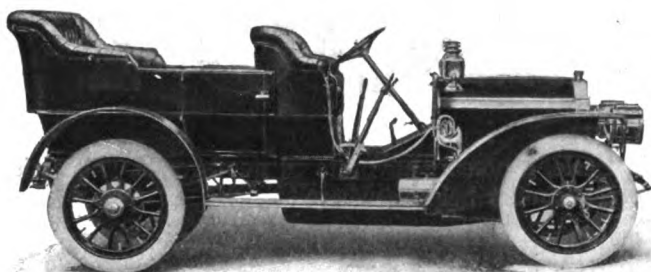
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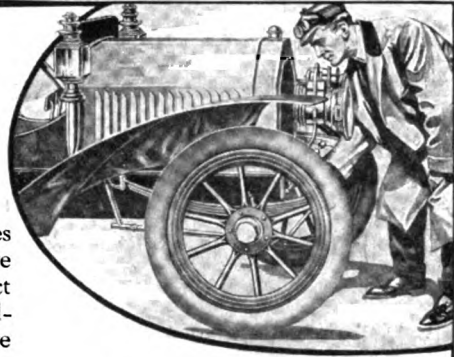
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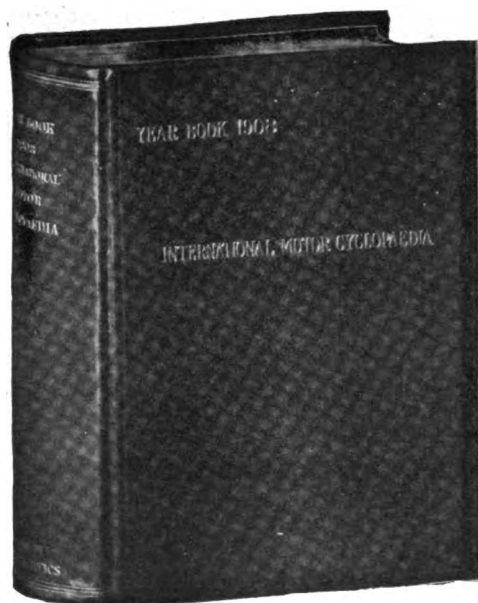
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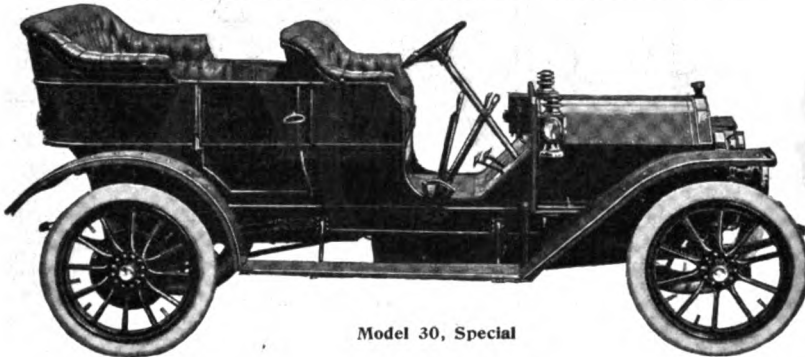
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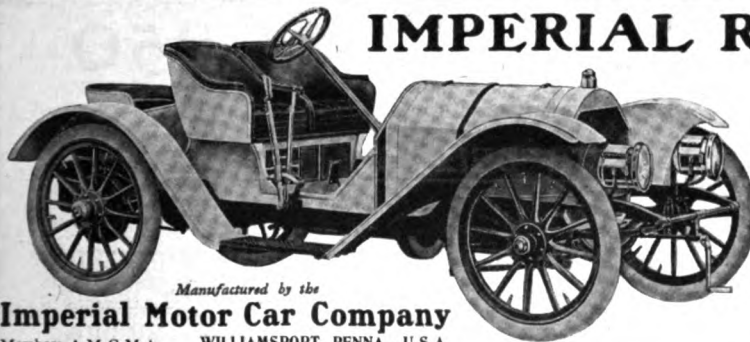
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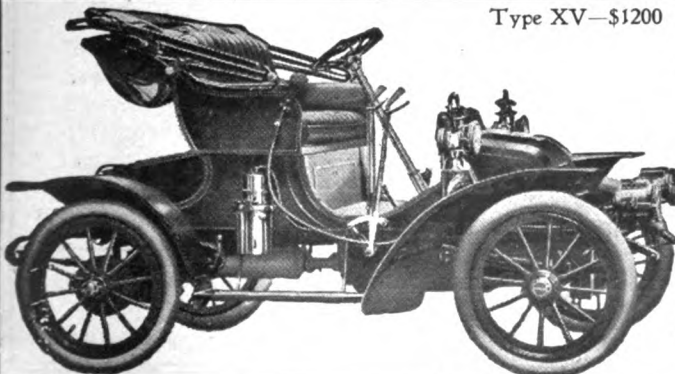


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Vol. XVI.

NEW YORK, JULY 11, 1908.

No. 14.

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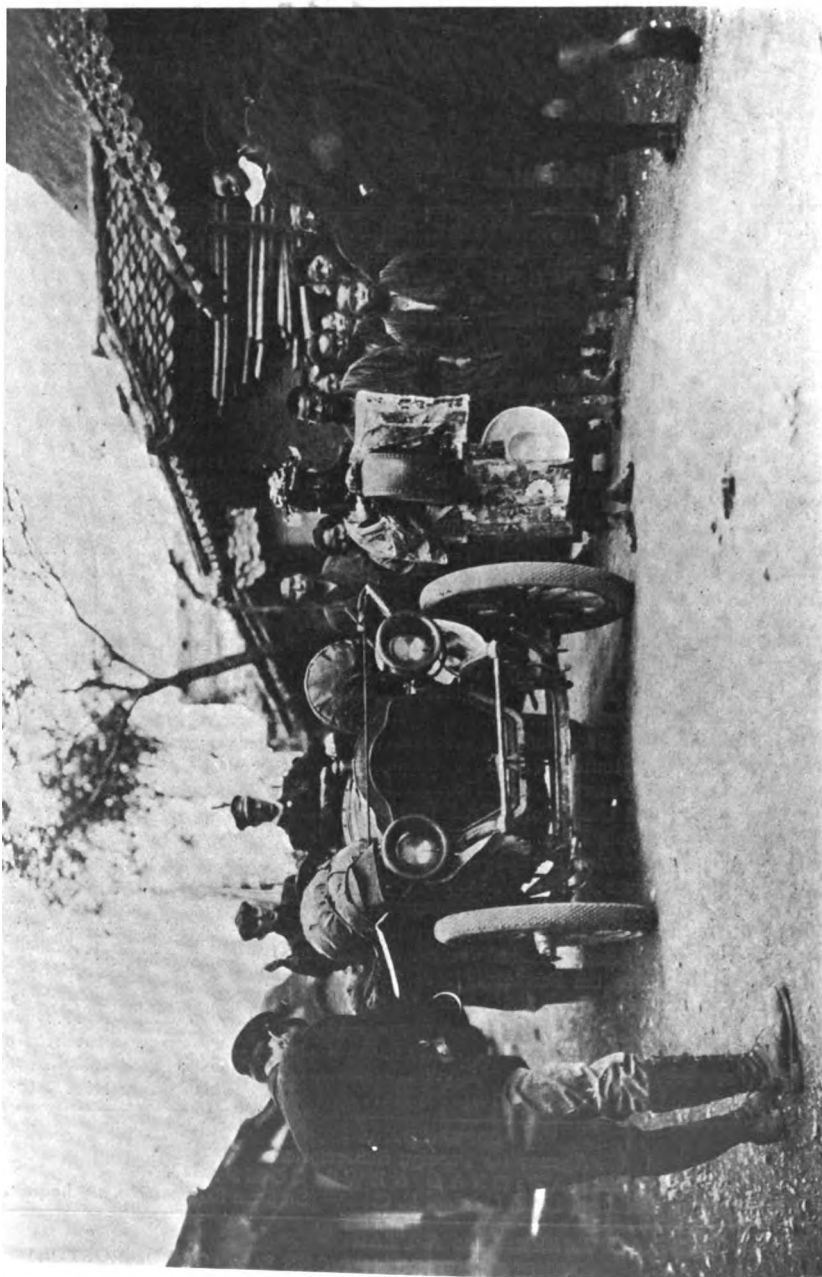
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THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

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T O P I C S

By its overwhelming defeat in the race for the Grand Prix of the Automobile Club of France, the French automobile industry has suffered a blow infinitely more severe and damaging than it experienced last year. A year ago the defeat was inflicted by Italy, a new comer just beginning to be a formidable competitor of France in the markets of that and other automobiling using countries. This year it is France's old foe, Germany, which deals her a blow from which it will take years to recover. When Germany triumphed in the Bennett Cup race in 1903 it was the victory of one car, yet a victory that made that car famous and for years one of the best sellers in the world. The present victory is not a one car win, but an overwhelming of France by Germany. Not only were the first three places won by German cars, but six of the first seven; furthermore, this tremendous triumph is divided among three different German makes. The effect upon sales cannot but be enormous. France, already hard pressed and finding difficulty in retaining her supremacy, is face to face with a reverse the most gigantic of any experienced by her in her long career.

From a sporting aspect the Grand Prix outcome is equally noteworthy. This contest is France's own race. To bring it into being the time-honored Bennett race was shelved and this new contest instituted with rules framed expressly to give France the advantage she did not possess under the provisions adopted for the running of the Bennett race. In this year's Grand Prix France re-entered the racing game with redoubled ardor. Famous makers who had been out of the running for years awoke to the necessity for retrieving the defeat of last year. Before the race there was perfect confidence in the French camp. The betting was all in favor of the French cars, and while it was regarded as a possibility that one foreign machine might slip in and snatch another triumph, there was not the slightest doubt felt that France, with her predominance of entries, would win a large majority of the first ten places. By contrast with this feeling of confidence the result has its pathetic side. The best France could do was to get fourth place,

and that with a car which was not supposed to be in the running for high honors. After that fourth place France was out of the running again until the eighth return was made. Her favorites were clean bowled and made a lamentable showing. The only gleam of comfort to be extracted is that tire troubles played a large part in the final placing of the cars. Until the full details of the race are received it will be impossible to form any idea of the relative merit of the French and German cars, so far as speed and regularity of running are concerned. But whatever the outcome, it is plain that France must buckle anew to the task of demonstrating her superiority.

According to the *Evening Mail* the refusal of the Ostend Congress to recognize the A. A. A. really rendered a service to the Vanderbilt race. It declares that as a result of it the Vanderbilt contest "becomes this year practically a great American classic." That was worth sending the rebuffed delegates such a long distance.

It has been discovered that the sale made after the death of Commodius, son of Marcus Aurelius, comprised carriages having revolving seats, and provided with apparatus that permitted of measuring the distance covered. The taximeter, according to this, would be at least seventeen hundred years old. Is there *anything* new under the sun?

There can't be any dispute about the nationality of the winner of this year's Grand Prix.

One result of the very decided increase in the amount of good roads work being done all over the country is the scarcity of contractors. Here is an opportunity for men in this line to get steady work on a paying basis. The work of building improved roads is only in its infancy and each mile that is constructed makes it certain that many more miles will be built. The two important requisites in a contractor are knowledge and facilities. With these he can get all the work he wants.

A novel grievance is cherished by a certain farmer. He dislikes motorists because they are indirectly the cause of injury to his cattle. As they go by in their automobiles the dust they raise settles on the grass and the cattle eat dust as well as grass. As dust does not aid digestion the cattle suffer from eating it, and, therefore, the farmer would have automobiles put off the road.

Aside from the admiration that one feels for men who put up a good fight, even in a hopeless cause, there is not likely to be much regret felt over the complete defeat of the A. A. A. in its efforts to oust the A. C. A. as the American member of the International Association of Recognized Automobile Clubs. Messrs. Vanderbilt and Batchelder got just what was coming to them at Ostend. Here was a case where one body essayed to oust a rival from a position of affiliation which it had occupied since the beginning of practical automobilism. In going about it the interloping body first took pains to place itself on record as saying that the Recognized Association did not amount to very much anyway, and that it didn't matter greatly who they recognized or were affiliated with. Next, or rather, to be chronologically correct, first, it set up a standard of its own for racing cars, a standard directly opposed to that previously adopted by the Recognized Association. In

other words, the A. A. A. announced its utter disregard of the rule adopted by the body it wished to affiliate with, said that it had no desire to play in the latter's yard and raised the slogan, "America for Americans," and deuce take the rest of the world.

Having done this, repentance came, and at once efforts were made to secure the recognition previously scouted. But instead of eating humble pie, tendering apologies for the antagonistic methods previously employed and changing the rule governing racing cars to correspond with that in use everywhere else, the A. A. A. jauntily appointed representatives to take the Congress of the Recognized Association by the throat and tell them what monumental asses they were not to throw the A. C. A. overboard and ally themselves with the A. A. A. Such an attempt was doomed to failure from the very beginning. The Recognized Association could not, without completely stultifying itself, even consider the application of the A. A. A. Even if offended pride and injured dignity had not stood in the way, which of course it did, there was nothing offered by the A. A. A. to compensate for the solid advantages of the alliance with the A. C. A. The A. A. A. had nothing to offer beyond the assertion that it was the more powerful of the two American bodies. This assertion was of course challenged, and it became a question of where the weight of evidence lay. In view of all this, the Recognized Association could not take any other action than it did—viz., to reaffirm the alliance with the A. C. A. and to turn the A. A. A. down cold. By the very nature and form of the application it was made impossible for the Recognized Association to investigate the case on its merits.

To take a shot at a passing balloon is a favorite sport to some people. So prevalent has the practice become that the Aero Club of America has offered a reward of \$250 for information which will lead to the conviction of any person caught shooting at balloons or other aerial craft. Too bad to interfere with this interesting diversion!

An Indianapolis man has patented a machine that will plow and cut hay. It is fitted with a four-cylinder gasoline engine and is said to be very successful in operation.

New Jersey is to be congratulated upon the fact that registrations of cars up to July 1 exceed by nearly 40 per cent. those of 1907. Thanks to the change in the Frelinghuysen law, which boosted up the registration fees, the receipts are more than double those of a year ago. It is very evident that automobiling is booming in New Jersey.

In the opinion of a Winconsin aspirant to a seat in the United States Senate, the automobile has ceased to be the rich man's plaything. "Formerly when a candidate came along in an automobile," he is quoted as saying, "he was looked upon as an aristocrat, a wealthy man who could afford automobiles and did not deserve votes. Now things have changed so that the motor car is within the reach of all classes, and the opinion has changed accordingly. That's why I am not afraid to campaign in a machine." Wise candidate.

Fifty-eight Cars Start on A. A. A. Tour

BUFFALO, July 9.—Fifty-eight automobiles of various makes, styles and power left this city this morning on the fifth annual tour of the A. A. A., most of them to contest for the Glidden and the Hower trophies, divided into thirty-two for the former and fourteen for the latter. Of these thirty-two, two cars are competing for certificate only, while the others are in teams of three machines each. In addition there are nine non-contesting official and press cars.

Starting at 10 o'clock, the run is to be one of 117.4 miles, to Cambridge Springs, Pa., the first night stop. In view of the banquet last night this late start was decided upon to accommodate the tourists, and to allow motorists of the city to see the beginning of this great contest. Final instructions had been given yesterday to drivers and observers, all extra parts had been sealed in canvas bags and the cars delivered in the hands of the Contest Committee.

The contestants were preceded by the Reo pilot car and the Premier confetti car, and there was not a single withdrawal. There were two women drivers, Mrs. Andrew Cuneo, in her Rainier, and Mrs. E. W. Shirley, in her Overland.

This year's contests are to be fought to the finish. The Glidden cup will be awarded to the club winning the greatest number of points, and the strictness of the rules and presence of observers on the cars practically precludes a tie. Failure to conform to schedule and all repairs and adjustments, will result in penalizing. Chairman F. B. Hower, of the A. A. A. Touring Committee, will see that the rules are enforced, and in case any dispute arises will take prompt action to settle it. On the following page is a map showing the route, with the itinerary and the stopping place for

each night. Following are the entries in the two contests:

Automobile Club of Buffalo—T. Day (Pierce); A. Kumpf (Pierce); J. W. Maguire (Pierce).

Columbus Automobile Club—L. H. Burman (Peerless); W. C. Straub (Peerless); H. D. Savage (Peerless).

Automobile Club of Syracuse—C. Talbot (Franklin); C. Charris (Franklin); M. S. Bates (Franklin).

Bay State Automobile Club—Frank E. Wing (Marmon); W. Clark (Marmon); W. C. Marmon (Marmon).

Chicago Motor Club—Mrs. J. M. Cuneo (Rainier); H. Bauer (Oakland); R. Golde, (Oakland).

Cleveland Athletic Club—H. A. Van Tyne (Garford); G. Stevens (Garford); W. B. Hurlburt (Garford).

Automobile Club of Buffalo—R. M. Owen (Reo); H. L. Hammond (Premier); J. W. Moore (Premier).

Chicago Athletic Club—A. Auble (Oldsmobile); F. H. Nutt (Haynes); Loring Wagoner (Haynes).

Rochester Athletic Club First Team—F. Y. Yerger (Studebaker); R. P. Yerger (Studebaker); Walter Jones (Studebaker).

Rochester Athletic Club Second Team—R. H. Salmons (Studebaker); Paul Gaeth (Gaeth); G. G. Bush, Jr. (Thomas).

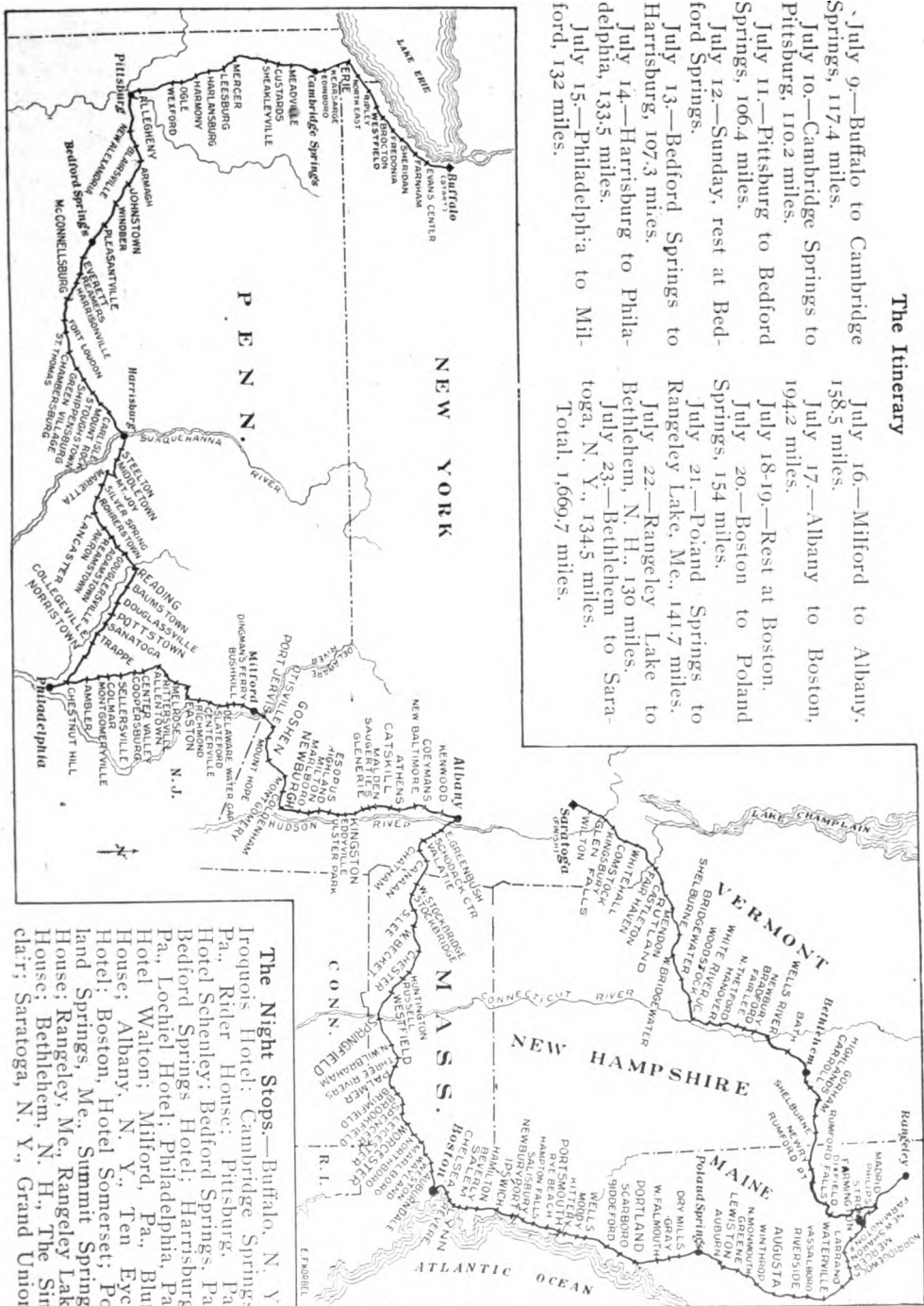
R. H. Page, W. Young, Springfield.

Hower Trophy for Runabouts—J. S. Williams (Pierce); R. L. Lockwood (Reo); W. H. Vandervoort (Moline); E. A. Retting (Pierce); G. A. Weidley (Premier); John Dreyfogle (Gearless); James Daly (Franklin); G. P. Moore (Stoddard-Dayton); Mrs. E. W. Shirley (Overland).

H. C. Tillotson (Stoddard-Dayton); G. P. Brockway (Overland); C. F. Farth (Overland); R. G. Cox (Stoddard-Dayton); A. L. Kull (Gyroscope).

The Itinerary

- July 9.—Buffalo to Cambridge Springs, 117.4 miles.
 July 10.—Cambridge Springs to Pittsburg, 110.2 miles.
 July 11.—Pittsburg to Bedford Springs, 106.4 miles.
 July 12.—Sunday, rest at Bedford Springs.
 July 13.—Bedford Springs to Harrisburg, 107.3 miles.
 July 14.—Harrisburg to Philadelphia, 133.5 miles.
 July 15.—Philadelphia to Milford, 132 miles.
 July 16.—Milford to Albany, 158.5 miles.
 July 17.—Albany to Boston, 194.2 miles.
 July 18-19.—Rest at Boston.
 July 20.—Boston to Poland Springs, 154 miles.
 July 21.—Poland Springs to Rangeley Lake, Me., 141.7 miles.
 July 22.—Rangeley Lake to Bethlehem, N. H., 130 miles.
 July 23.—Bethlehem to Saratoga, N. Y., 134.5 miles.
 Total, 1,669.7 miles.



The Night Stops.—Buffalo, N. Y.: Iroquois Hotel; Cambridge Springs, Pa.: Rider House; Pittsburg, Pa.: Hotel Schenley; Bedford Springs, Pa.: Bedford Springs Hotel; Harrisburg, Pa.: Loehel Hotel; Philadelphia, Pa.: Hotel Walton; Milford, Pa.: Bluff House; Albany, N. Y.: Ten Eyck Hotel; Boston, Hotel Somerset; Poland Springs, Me.: Summit Springs House; Rangeley, Me.: Rangeley Lake House; Bethlehem, N. H.: The Sinclair; Saratoga, N. Y.: Grand Union.

Germany Overwhelms France in Grand Prix Race

Order of Finish

Car	Nation	Driver	Time H. M. S.
Mercedes	Germany	Lautenschlager	6 55 43
Benz	Germany	Hemery	7 04 24
Benz	Germany	Hanriot	7 05 13
Bayard-Clement	France	Rigal	7 30 36
Mercedes	Germany	Poegge	7 32 31
Opel	Germany	Joerns	7 39 40
Benz	Germany	Eric	7 43 21
Renault	France	Dimitriewitch	7 52 12
Panhard	France	Heath	7 55 36
Germain	Belgium	Perpere	7 59 08
Itala	Italy	Cagno	8 07 56
Bayard-Clement	France	Gabriel	8 11 44
Motobloc	France	Courtade	8 12 43
Motobloc	France	Gerest	8 19 56
Renault	France	Callioiss	8 19 57
Mors	France	Jenatzy	8 24 44
Mors	France	Jarrott	8 39 20
Austin	England	Brabazan	8 42 50
Austin	England	Resta	8 46 50
Itala	Italy	Fournier	8 47 20
Opel	Germany	Opel	9 08 11
Germain	Belgium	Degraiss	9 13 34
Panhard	France	Farman	9 24 40

With nearly 9 minutes lead over his nearest rival, Herr Lautenschlager, surname unknown and until now equally unknown to fame, driving a Mercedes car, crossed the finishing line on the Dieppe Circuit shortly after noon on Tuesday, July 7, thus winning for Germany the 1908 Grand Prix race. His victory was decisive and splendidly earned. He led from start to finish and was never in the slightest danger of being overhauled. His time for the 478.1 miles which make up the distance of the race—the circuit measuring 47.8 miles and being covered 10 times—was 6h. 55m. 43s., an average of not quite 70 miles an hour. The time is a little slower than that of last year, when Nazzaro finished in first place in 6h. 46m. 32s.

The winning of the coveted first position was only a part of Germany's triumph. The second car to cross the finishing line was driven by the French driver, Hemery, winner of the 1905

Vanderbilt Cup race, and the victor in many famous European events. Driving a Benz car he covered the distance in 7h. 4m. 24s., giving second place to Germany. Third position was won by another French driver of a German car—Hanriot in a Benz, he being close behind Hemery and finishing in 7h. 5m. 13s. Thus was witnessed the extraordinary feat of the big annual French race ending with three foreign cars, all of one nationality, in first, second and third places.

It was not until nearly half an hour after Hanriot had finished that the first French car scored. This was a Bayard-Clement, driven by Rigal, whose time was 7h. 30m. 36s. Then came three more German cars—Poegge in a Mercedes, Joerns in an Opel and Eric in still another Benz. Then came two French cars, a Renault and a Panhard, followed by the first of the Belgian contestants and the first of the Italian cars.

The race was witnessed by an extraordinary assemblage of people, estimates of the number running as high as 200,000. The start was made at 5 a. m., 47 of the 49 entrants starting, and 18 of them finishing. Lautenschlager was sent off in nineteenth place and quickly forged his way to the front, getting a clear lead on the fourth circuit. From that point he was never headed, his magnificent driving and the freedom from mishap with which his car went through the trying ordeal landing him easily in first place. At the conclusion of the race he was taken to the presidential box and congratulated by M. Maujan, Under Secretary of the Interior, who represented President Fallieres at the race. While the band played the "Wacht am Rhein" the great crowd cheered the winner liberally in spite of its disappointment. Baron von Zuylen, as president of the Automobile Club of France, sent a congratulatory message to Emperor William announcing the success of the German cars.

From the start a terrific pace was set by the leaders. Five of the drivers made faster first laps than the record for the course made last year. Of these five three were French cars—a Renault and two Brasiers, driven by Szisz, the winner of the first Grand Prix; They, thrice winner of the Bennett race, and Bablot, respectively. But their records were in turn broken by Wagner in a Fiat and Salzer in a Mercedes, thus dashing French hopes which had been raised by the initial successes of their representatives. The fastest round was made by Salzer, 36m. 31s., as against the 38m. 16s. of Nazzaro.

Nazzaro drove well in the early part of the race, getting into first place on the second round, but falling behind before he had gone quite half the full distance. On the fourth round, with Lautenschlager leading, They was in second place, then came Hemery and

Hanriot, and for a number of rounds these cars had a race to themselves. Then They had tire troubles and had to give way, leaving the three German cars with a clean lead, a position that was held until the end of the race.

Of the six nations represented, Italy, England and America made a very poor showing. Cagno, driving an Itala car, got eleventh place and, with the exception of Fournier in another Itala, was the only Italian make to finish. Two of the English cars finished near the foot of the list, while the American entrant the Thomas, driven by Lewis Strang, was in bad condition before the race started, and was only able to complete a few rounds.

One fatal accident marked the race. Cissac and Schaub, the driver and mechanic, respectively, of one of the Panhards, were overturned by the bursting of a tire and pinned under their car. They were taken out badly injured and died in a short time afterward.

There were several other accidents, but none of great gravity. Laxen and Harrison, who were driving the English Weigel machines, turned over near Eu, but were not seriously hurt. A woman near the Fourche was struck on the head by a piece of tire thrown off by a passing machine. At Baron Henry de Rothschild's hospital more than 250 people were treated, either for small accidents or eye trouble caused by tar, with which the road circuit had been treated.

The morning gave promise of being clear and hot, as was the case last year. This promise was not kept, however, for shortly after the start a strong wind sprang up, dark clouds appeared and the temperature dropped rapidly.

The 47 cars got away in regular order, though the last was delayed slightly owing to those which had got away first coming around more rapidly

than anticipated. The first hours of the race seemed to give promise of a keen struggle between France, Germany and Italy, but when Sisz dropped out, owing to a removable rim breaking, it left only Thery and Rigal defending the French interests.

It was early apparent that the race was likely to be won by Germany. Surely and steadily the Mercedes, with Herr Lautenschlager at the wheel, came around, sometimes giving place for a round to the Benz, with Hemery driving, but generally ahead.

Thery, in whom the French placed confidence, was well up to the last round when his car ran into a ditch. Thery was hurt, and had he continued would have had fifth place.

Tire troubles played an important part in deciding the race. Some drivers changed tires as many as a dozen times, and Rigal did so no less than 19 times.

While Strang was driving the Thomas car into the inclosure before the start of the race the transmission and reversing gear of his car jammed. After considerable difficulty the car was patched up and Strang pluckily started with the first and second speed and the reversing gear out of commission. His was a race of forlorn hope, for he knew that if he finished he would probably be disqualified, as the conditions of the race called for a reverse gear worked by a motor.

The race was the third for the Grand Prix of the Automobile Club of France instituted in 1906, and won in that year by Sisz, driving a Renault for France. Last year's event was run on what has come to be known as the Dieppe Circuit, a triangular course measuring 77 kilometres, which is covered 10 times. It was won by Nazzaro, driving a Fiat car for Italy. Thus each of the three contests has been won not only by a different nation, but by a different car and a different driver. Last year's race

was run on a fuel consumption basis, which, however, proved so unsatisfactory that a new rule based on weight and cylinder capacity was adopted for the 1908 contest.

The conditions required that each car must weight at least 1,100 kilograms, 2,424 pounds, without gasoline, water, tools or spare tires or parts and that four cylinder engines must not have the bore of each cylinder greater than 155 millimetres, or 6.1 inches, the bore limit for six cylinders being fixed at 127 millimetres, or 4.99 inches.

The regulations forbid the use of every agent of oxydation except atmospheric air. Each car must carry a driver and a mechanic, seated side by side, of a minimum average weight of 60 kilograms, or 134 pounds, each. In case this average weight is not reached the deficiency must be made up by ballast. All cars must have a motor driven reverse and a horizontal exhaust directed toward the back part of the car, with its end raised sufficiently to prevent raising any dust. No car is permitted to have an outside width of more than 1 meter, 75 centimeters, or 68.89 inches.

Two Exhibitions For Paris This Year

An official notice has been issued by the French Minister of Commerce and Industry to the effect that the Grand Palais will be reserved for the purposes of the annual Paris Salon from November 20 to December 28, and that the usual Customs facilities are to be accorded to all exhibitors in connection with the exhibition.

It is proposed to have two separate and distinct shows, one for pleasure cars, town carriages, cycles and accessories, and the other for heavy vehicles, vans, etc. The dates for the latter are from December 22 to 29, while the first named types will be exhibited from November 28 to December 13.

Ostend Congress Upholds A. C. A.

A notable victory was scored this week by the Automobile Club of America in its fight against the American Automobile Association. The International Association of Recognized Automobile Clubs, which met at Dieppe, France, on Monday, July 6, after hearing representatives from both organizations, decided to reject the application for recognition made by the A. A. A. and to uphold completely the A. C. A. by continuing it as the sole American body affiliated with the association. It also declined to reverse the action recently taken by the Automobile Club of France in deciding to disqualify from participation in European races any French maker who competes in any American events except those sanctioned by the A. C. A.

The American Automobile Association representatives, headed by W. K. Vanderbilt, Jr., and A. G. Batchelder, members of the foreign committee appointed by the A. A. A., made a hard fight, but were worsted completely. They were refused admission to the meeting, while the representatives of the A. C. A., Messrs. D. H. Morris, W. S. Hogan and George Heath, were permitted to attend.

Count Adalbert Sierstorff, president of the German Automobile Club, pre-

sented the case on behalf of the American Automobile Association, which briefly was that this association is the larger and more powerful organization, and in addition never had been properly notified of the adoption of the Ostend rules, under which the races of the Automobile Club of America will be run, and which do not govern the Vanderbilt Cup race.

The discussion was heated, but in the end the committee practically was unanimous in the decision that it would be impossible to recognize more than one club in any country or have more than one set of rules to govern international races. Marquis Ferrarro, president of the Italian Club, pointed out that a situation similar to that in the United States resulted in Italy, and he was confident that the position of the International Committee would result in harmony. The members united in expressing the hope that all would see the wisdom of establishing an international standing through a club.

The committee was greatly pleased at the letter of good wishes from President Roosevelt, which was transmitted through Judge Gary to Baron De Zuylen. The latter said that an appropriate reply would be sent to President Roosevelt through M. Pichon.

Guyot Wins the Voiturette Grand Prix Race

The curtain raiser for the Grand Prix—the voiturette race—which was run on Monday, July 6, resulted in a decided French victory. Five French cars finished in the first five places. The result was due to some extent to the fact that French entries predominated, the English car not starting, and the Italian makes not figuring seriously.

About 100,000 people witnessed the contest, having been drawn to the

Dieppe course to watch the Grand Prix, which was run the following day. The cars were sent six times around the 77 kilometre circuit, making the total distance covered 287 miles. When the withdrawals were announced 47 cars were left to be sent away, and of these 31 finished.

The event was won by Guyot, driving an 18 hp., two-cylinder De Lage machine, while second place went to M.

Naudin, driving a Sizaire and Naudin, and third to M. Goux, driving a Lion. M. Ingernoy, in a second Lion, was fourth, and Thomas, in a second De Lage, fifth, while the Regularity Cup, offered to the make of car that made the best showing with its team of three cars went to the De Lage car.

The winning car made the distance in 5 hours 45 minutes and 30 seconds, an average per hour of nearly 50 miles. The second car finished in 5 hours 52 minutes and 6 seconds, and the third in 5 hours 56 minutes and 1 second.

Guyot took the lead at the start and was never headed. His consistency deprived the race of some of its interest, and the result, barring accident to the

leader, was never in doubt. M. Naudin made a brave effort to overtake the winner toward the finish, and drove the fastest lap of the race in that stage of the event, making a circuit in 54 minutes and 24 seconds, an average of 52 miles an hour.

The weather was perfect and the course in admirable shape and perfectly handled, and though several accidents occurred, owing to the large number of cars entered, they scarcely marred the day.

The course was policed by an entire brigade of troops picketed at 50-foot intervals, and they had no difficulty whatever in keeping the road perfectly clear.

Pimlico Meet a Successful One

Pimlico track, Baltimore, was the scene of some spirited racing on July 4, when the Motor Car Racing Association conducted its second meet of the season at that place. The first was held on May 30. Despite the fact that the advertised feature, a 25-mile match between L. J. Bergdoll, of Philadelphia, in a Thomas car, and E. L. Leinbach, Baltimore's champion, in a Stearns car, failed to materialize, owing to Bergdoll's non-arrival, the spectators, estimated at about 10,000, were fully satisfied with the sport afforded them.

With the Bergdoll-Leinbach race off the card, the principal event of the day was the Pimlico free-for-all handicap at ten miles. A great surprise was furnished in this contest when Robert Morton in a 40 hp. Pullman car finished first in the good time of 10.36. A Pullman car also took second place in 10.47. Leinbach with his 60 hp. Stearns at scratch was the favorite, but the best he could get was third position in 10.52.

More honors went to the Pullman

cars when they took first place in the 50-mile championship and second and third in the Maryland runabout championship. Following are the summaries:

Event No. 1.—Five-mile baby runabout class.—Won by Ford, 15 hp.; second, Cameron, 16 hp. Time, 6.59.

Event No. 2.—Maryland runabout championship; ten miles.—Won by Stearns, 60 hp.; second, Pullman, 30 hp. Time, 11.04 2-5.

Event No. 3.—Five-mile touring car race—Won by Pullman, 40 hp.; second, Moon, 35 hp. Time, 6.06.

Event No. 4.—Five-mile motor cycle championship; piston displacement; handicap.—Won by Indian, 3½ hp., 20 seconds handicap; second, Indian, 3½ hp., 20 seconds handicap. Time, 5.49.

Event No. 5.—Pimlico free-for-all handicap, ten miles.—Won by Pullman, 40 hp., 35 seconds handicap; second, Pullman, 30 hp., 35 seconds handicap; third, Stearns, 60 hp., scratch. Time, 10.36.

Event No. 6.—Fifty-mile championship, cars of 45 hp. and under.—Won by Pullman, 40 hp.; second, Autocar, 30 hp. Time, 57.08.

Extra Event.—Motorcycle champion of the South; one mile.—Won by Indian, 3½ hp.; second, Indian, 3½ hp. Time, 1.20



Rain and Accidents Mar Elkwood Meeting

What gave promise of being one of the most successful race meetings of the season—that held at Elkwood Park, Long Branch, N. J., July 4, was interfered with by rain and seriously marred by two bad accidents. The affair was promoted by the recently formed Elkwood Park Automobile Association, the leading spirits in which are prominent automobilists of Long Branch and other Jersey Coast resorts. Planned on an elaborate scale and with many agreeable features, the meeting was marked by good feeling and among the contestants were many more amateur drivers than are usually seen at such gatherings. The attendance was good, and would have been much better except for the bad weather. It was a gala day at the Branch, being the explosive Fourth, and much real enthusiasm was shown over the cars and their drivers assembled for the meeting.

Of the accidents referred to the most serious and sensational occurred in the 50-mile race, when a Stearns and an

Autocar collided on the upper turn of the course, and both went through the outer fence. Arthur Warren, who was driving the Stearns, had his collar bone and arm broken, two ribs fractured and was internally injured, while James Crawford, his mechanic, had his leg broken so badly that amputation at the knee was necessary.

The Autocar and its crew escaped almost miraculously. The car turned out through the fence and plunged through, but remained right side up, and neither man was injured. The car was badly damaged. The Stearns was smashed completely.

Robert Guggenheim's Renault also ran through the fence. Elbert Bellows, driving, sustained a bad cut on his forehead, but was otherwise uninjured, while his mechanic, Arthur Meyers, had his arm broken.

Showers fell all afternoon intermittently, but despite this fact about 5,000 people view the races. The rain delayed the start and interrupted the pro-

gram repeatedly. At noon it looked as if the meeting would have to be called off, but the sun finally came out, and the track was dried somewhat. In order to give it full opportunity to dry the start was postponed until 2 o'clock and the sprint races substituted for the fifty-mile, which was scheduled to open the meet.

The day's racing was opened with the five-mile race, which was won by the Allen-Kingston, much to the surprise of the spectators. The A. K. defeated the American, Stearns, Renault and Isotta. The latter was disabled.

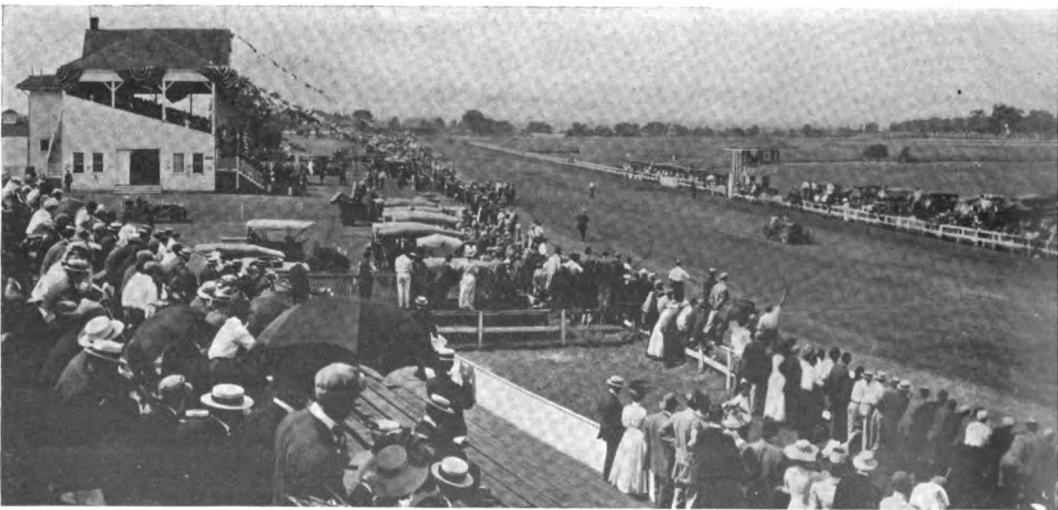
Next came a ten-mile race, known as the Long Branch Special. It was for amateur drivers of fully equipped stock touring cars and runabouts. An American won this event, being followed by a Stearns, Packard and Welch, respectively.

The special match race between the Fiat Cylone, the Christie and the Hotchkiss cup racer was scheduled to follow, but the Hotchkiss ran afoul of the law coming down, and did not arrive. The others were to start, but the rain fell in torrents, and they decided to

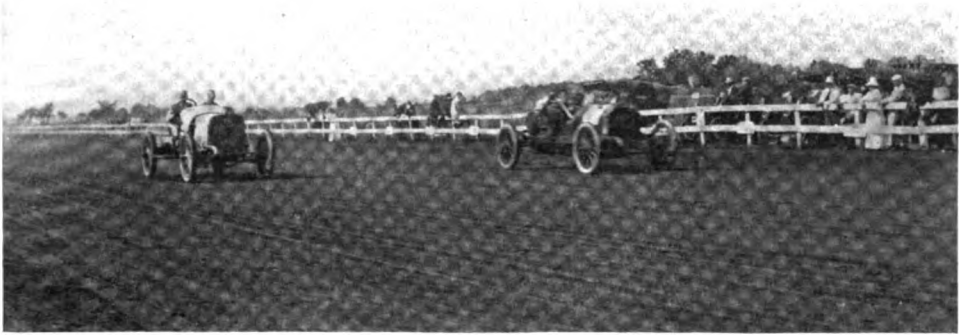
wait till later, when the Christie essayed a time trial. A record was impossible, but Seymour did run a mile in 57 1-5 seconds. A second trial looked even faster, but there was a misunderstanding in the start, and no time was taken.

It was in the fifty-mile race that followed in which the series of accidents occurred. After the elimination of the unfortunate ones, it developed into a race between the Allen-Kingston, Lozier and Welch cars. The A. K. showed the most speed and won by three miles from the Lozier. The winner's time was 55 minutes 59 3-5 seconds, which is 6 minutes and 2-5 seconds better than the previous track record.

The most important event of the day was the 100-mile race for the Guggenheim trophy, in which a \$150 cash prize was added for the winning driver. In this event the American took the lead for a few miles, and then the Allen-Kingston and Poole's Isotta alternated in the lead. The rain, which had held up for a few moments, came down in torrents and made the oiled track as slippery as glass. The drivers drove



VIEW OF THE ELKWOOD TRACK



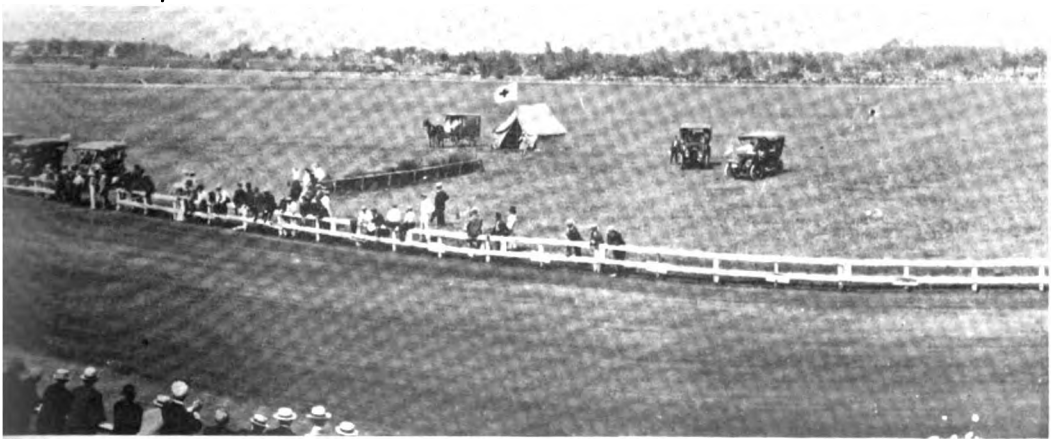
ALLEN-KINGSTON LEADING IN THE 50-MILE RACE

very cautiously after the mishaps in the fifty-mile race, and the result was a very slow race.

At 17 miles the Allen-Kingston took the lead and held it to the 20th mile, when the Isotta went to the front and held first place up to the 80th mile, when the Allen-Kingston once more jumped in front for a couple of miles,

but again gave place to the Isotta. In the meantime the Lozier was in third place and the Bianchi in fourth position.

The Isotta maintained the lead of 400 yards to the end and won in 2 hours 10 minutes 26 4-5 seconds, with the Allen-Kingston second in 2 hours 10 minutes 38 4-5 seconds, the Lozier third, nearly 6 miles behind, the Bianchi



THE GRAND STAND—RED CROSS TENT IN THE INFIELD

fourth, having covered 90 miles, and the Acme fifth, with 82 miles. Following are the summaries:

Event No. 1.—Five miles, for stripped stock cars or stock chassis; for silver cup and \$50 cash prize; standing start.—Won by Allen-Kingston, time 5.25 4-5; second, American, time 5.31 2-5; third, Stearns, time 5.38 2-5.

Event No. 2.—Ten miles, Long Branch Special, open only to amateur drivers; for fully equipped stock touring cars and runabouts; Price Brothers' Hotel Cup.—Won by American, time 10.53; second, Stearns, time 11.07; third, Packard, time 11.42 3-5.

Event No. 3.—Fifty mile, free-for-all; Lewisohn cup and cash or plate prize of \$100.—Won by Allen-Kingston, time 55.59 3-5, clipping 6 minutes 2-5 seconds

from the track record; second, Lozier, 47 miles; third, Welch, 44 miles.

Event No. 4.—Time trials for track record of 53 seconds, made by E. Cedrino in Fiat car—Won by Christie, time 57 1-5 seconds; second, Allen-Kingston, time 61 2-5 seconds.

100-Mile Race for Guggenheim Trophy.—Won by Isotta, time 2.10.26 4-5; second, Allen-Kingston; third, Lozier; fourth, Bianchi; fifth, Acme.

The Law Committee of the Automobile Club of America, consisting of William W. Niles, chairman; C. E. Knoblauch and Orrel A. Parker, has just issued a report of its work for the year ending April 14, 1908.

This Joke Not on Johnson

On a recent trip to Fresno, Cal., S. O. Johnson, of San Francisco, entered the General Grant National Park, which until then was believed to be inaccessible to motorists, and his going all came about through a joke.

Some of his friends at Sanger and Fresno, all of whom own cars, drove to Millwood, there being four machines in the party. To dampen Mr. Johnson's enthusiasm and pride in his six-cylinder Thomas it was suggested that a trip be made into the Park in one of the cars, and Mr. Johnson's car was selected for the journey.

Not knowing the conditions, he readily consented and, after loading the car to its utmost, made the start. The park was entered without difficulty from the Kings River side and the party started to return by way of the Lake, but this route being blocked they found it advisable to go back over the same trail. This, in places, was so steep that skid chains had to be employed to give the wheels traction. The road has never been used by teams and, in short, is little more than a trail, and a poor one at that. The Thomas never faltered, and it was not until the return to Millwood

that Johnson found he had performed a feat no one else had ever dared attempt.

When Railroads Failed

The recent floods in Kansas played havoc with the railroads, and a short time ago, when Capt. Frank H. Laugh-ton, purchasing agent for the War Department at Kansas City, received a telegram ordering him to proceed to Topeka at once, he found that it would be impossible to reach Topeka by train, and when he sought a motor car to make the trip was referred to the local branch of the Studebaker Automobile Company.

This firm proved ready for the emergency, and, although a greater part of the trip was through mud and water up to the running board, the car went through in splendid shape in 18 hours.

Through the courtesy of the Hartford Rubber Works and the Pope Manufacturing Co., of Hartford, Conn., the inmates of the St. Patrick's Orphanage were given an outing to Simsbury and back a few days ago.

Good Roads Bring Motorists and Farmers Together

BUFFALO, N. Y., July 7.—The opening campaign for the battering down of "the Chinese Walls erected by New Jersey and other barbarians" against motorists and for a furthering of concerted action to obtain improved highways was begun to-day in the First Annual Good Roads and Legislative Convention of the American Automobile Association, and held in the Teck Theater.

Before an assemblage of delegates from scores of motoring bodies throughout the United States, the great body of automobile laws of the various States were considered this morning under the chairmanship of Chas. Thaddeus Terry, of New York, who characterized motor vehicle laws as evidences of provincialism in many States, as in New Jersey where the automobile policy is as narrow as the confines of the State and not for the good of the people, but as an adjunct to the political aspirations of a single legislator. Continuing, Mr. Terry said that the Jersey statutes were framed on the principle that it is better that one thousand innocents should suffer than that one guilty should escape, and that the day of better automobile legislation is dawning in all the world, and even in New Jersey.

On Federal Automobile Legislation, the Hon. W. W. Cocks, of New York, and the good friend of motorists in Congress, gave his views of the impression the pending bill bearing his name has made upon the Judiciary Committee of the House. He thinks that the committee is just about wavering, that it feels that the right to legislate in this matter is justified in the Constitution, but that the committee is just a little afraid of having left something uncovered. The best influence to move them in the right direction is to be gotten by securing favorable opinions from fa-

mous constitutional lawyers, and this will be a great aid.

The constitutionality of Federal Registration was considered by Hon. Neal Brown, president of the Wisconsin State Association, who cited many cases showing that Congress has the power to legislate.

From New Jersey greetings were given W. C. Crosby, chairman of the Legislative Committee of the Associated Clubs of New Jersey, who "would invite all motorists to our State, if I were free to do so." Mr. Crosby brought the news that very soon test cases are to be instituted, not only in connection with the State and Newark city's licensing acts, but also the clause giving the Secretary of State the power of attorney to accept service. He said: "Our automobile legislation is confined to the tender mercies of one man, and we cannot fight because after a good argument some irrelevant questions are asked, no notice is taken of appointments and the motorists' side is not considered. Many autoists are looking forward significantly to the fall elections."

Walter S. Schurtz, counsel for the Connecticut Automobile Association and the Hartford Automobile Club, in his speech on "Uniform State Automobile Legislation," presented the present varied and unreasonable forms, spoke the words about Jersey's "Chinese Wall," and then said the only good word of the day in connection with that State's actions. He said: "There is hope for improvement as long as Commissioner J. B. R. Smith, whose sane views have won for him the respect of all motorists, is there and there is hope for the non-re-election of Senator Frelinghuysen."

Two-minute talks were made by W. W. Brown, of Vermont; Powell Evans,

of Pennsylvania; Francis Hurtubis, Jr., of Massachusetts, and others.

The meeting was opened by Judge W. H. Hotchkiss, president of the A. A. A., and an address of welcome by Mayor J. N. Adam, of Buffalo.

The afternoon meeting was given over to the first good roads session in which a number of highly interesting addresses were made by prominent road builders to the large number of delegates, road supervisors and State engineers.

BUFFALO, July 8.—The second good roads session of the convention was opened to-day by President Hotchkiss, and the first address was made by ex-Governor N. J. Batchelder, of New Hampshire, Master of the National Grange, on "Federal Appropriations for Roads Improvement," in which he cited the various actions now going on in the Federal Government looking toward the bettering of roads.

L. W. Page, chief of the Bureau of Highways in the Department of Agriculture, told of experiments made with cars of varying weights and styles, which led him to the conclusion that automobile wheels do not form a vacuum or suction, because little dust is raised by the front wheels, and the dust at the rear seems to come from currents generated by the car body. The proposal to have a national road in memory of Abraham Lincoln and patterned after the appian way, from Washington to Gettysburg, was reported upon by P. B. Caverly, president of the Automobile Club of Washington, D. C.

Under the subject of "New York's Highway Code," Senator J. P. Allds, of this State, told of the work of the commission which formulated this new bill which embodies the good features of the 311 existing statutes. A. R. Pardington, of New York, general

manager of the Long Island Motor Parkway, described that new special highway for the use of automobiles. D. Ward King, of the Missouri State Board of Agriculture, told his hearers about the treatment of earth roads with split log drags.

Of special interest to the Grange and farmers present was the address of F. N. Godfrey, master of the New York State Grange, who spoke on "Good Roads and Automobiling from the Farmers' Standpoint," and who impressed the need of a give and take policy and mutual co-operation on the part of both farmers and autoists.

Prior to the opening of the speaking program, Chairman C. T. Terry reported a set of resolutions which pledged the National Grange, the American Road Makers' Association and the A. A. A. to work for the election of legislators, National and State, who will support the Uniform State Motor Vehicle law proposed by the A. A. A., and the enactment of the Federal Automobile Registration law.

President Hotchkiss had appointed on this committee the following: Chas. Thaddeus Terry, of New York; Joseph W. Hunter, of Pennsylvania; N. J. Batchelder, of New Hampshire; Roy Britton, of Missouri; Stephen Ryan, of New York; C. Gordon Neff, of Ohio; James T. Drought, of Wisconsin; A. W. Campbell, of Ontario; F. A. Dorthick, of Ohio; W. W. Crosby, of Maryland; J. B. Coughlin, of Massachusetts; F. N. Godfrey, of New York; Arron Jones, of Indiana, George C. Diehl, of New York, Paul C. Wolff, of Pennsylvania.

This afternoon practical road demonstrations, with the various constructive materials, were given to the delegates and visitors upon roads in the vicinity of the city.

Cincinnati is making a strong effort to secure the convention for next year.

The committee having in charge the arrangement of the practical demonstration on roads prepared the following program:

Starting from the club rooms Wednesday afternoon, going out Main Street to Parker Avenue, viewing the exhibit of the Calcede Process Co., who will treat about a mile and a half of the Central Park roads with calcium chloride; thence out Main Street to Winspear Avenue; east on Winspear Avenue to Bailey Avenue, where the road machinery apparatus will be inspected; thence to Main Street which will be treated with tarvia, to the village line of Williamsville; continuing out Main Street beyond Williamsville, where several hundred feet of road will be treated with rock asphalt; the first mile on Main Street beyond the Transit road will be treated with vitovia; the second mile with tar; and the third mile with asphaltolene; the new construction on the Goodrich road will then be inspected, after which we will return, coming in Main Street to the Union road and thence south to the Clinton Street road, where the work of constructing a brick highway will be in progress; thence coming in Clinton Street over the brick roadway to the city line.

Following are extracts from the addresses of the principle speakers:

As a part of his opening speech President Hotchkiss used part of an address delivered by President Roosevelt at the International Good Roads Convention in St. Louis in 1903, and which the President sent to Mr. Hotchkiss yesterday with a regret that he would be unable to attend. The motive and status of the convention was explained by President Hotchkiss in these words:

"This convention, it is hoped, will be but the first of a series of such conventions, the purposes of which will be both to educate and to enthuse. Good

roads can be made universal only by the impetus which comes from such gatherings, and whether the individual or the association which takes part favors Federal or State aid makes no difference."

The extract from President Roosevelt's 1903 speech follows:

"When we wish to use descriptive terms fit to characterize great empires and the men who made those empires great invariably one of the terms used is to signify that that empire built good roads. When we speak of Romans, we speak of them as rulers, as conquerors, as administrators, as road builders. There were empires that rose over night and fell over night, empires whose influence was absolutely evanescent, which have passed away without leaving a trace of their former existence; but, wherever the Roman established his rule, the traces of that rule remain deep to-day, stamped on the language and customs of the people, or stamped in tangible form upon the soil itself. And so, passing through Britain fifteen centuries and over after the dominion of Rome passed away, the Roman roads as features still remain; going through Italy, where power after power has risen, and flourished, and vanished since the day when temporal dominion of the Roman emperors transferred its seat from Rome to Byzantium, and all the people of the middle ages that have ruled that country—it is the imperishable Roman roads that reappears.

"The faculty, the art, the habit of road building marks in a nation those solid, stable qualities which tell for permanent greatness. Merely from these standpoints of historic analogy, we should have a right to ask that this people which has tamed a continent, which has built up a country, with a continent for its base, which boasts itself, with truth, as the mightiest republic that the world has ever seen, which I firmly be-

lieve will, in the century now opening, rise to a position of headship and leadership such as no other nation has yet attained, merely from historic analogy, I say, we should have a right to demand that such a nation build good roads. Much more have we the right to demand it from the practical standpoint. The great difference between the semi-barbarism of the middle ages and the civilization which succeeded was the difference between poor and good means of communication. And we to whom space is less of an obstacle than ever it was in the history of any other nation, we who have spanned a continent, who have thrust our border westward in the course of a century and a quarter until it has gone from the Atlantic to the Alleghenies, from the Alleghenies down into the valley of the Mississippi, across the great plains, over the Rockies, to where the Golden Gate lets through the long heaving waters of the Pacific, and, finally, to Alaska, to the Arctic regions, to the tropic islands of the sea, we who take so little account of mere space must see to it that the best means of nullifying the existence of space are at our command."

Hon. Neal Brown, of Wisconsin, when introduced, said that it was intolerable that automobiles should be subjected to the exactions of State legislation, at least until the power to enact such legislation has been determined judicially.

"Until that is determined," said he, "we ought to have the right to travel freely and without yielding up toll or tribute across the boundary line of every State in the Union. Our rights in this respect are as sacred as those of all travelers, and whether these rights be placed upon the proposition that such travel is interstate commerce or upon the ground of the fundamental liberty of the citizen to go freely and without

restraint through every part of our country is not important."

Chas. T. Terry, in opening the legislative session, criticised sharply the present motor vehicle laws, which he characterized as intolerable and ridiculous, "intolerable," said Mr. Terry, "because they retard the progress and development of the automobile and greatly lessens its usefulness. Ridiculous because it is hard to conceive how, within the confines of one nation, so many legislative bodies, supposedly made up of the leading men of the commonwealths, could enact provisions of law on the same subject so divergent and contradictory, and at the same time absolutely without apparent purpose, except to harass and restrict a certain class of citizens."

"Men," said Mr. Terry, "are after all the worst of the creatures which infest the highway and make the use of automobiles inconvenient or next to impossible.

"Cows and horses and pigs and chickens are bad enough," he said, "but men are worse. A cow can only be slow and stupid—like a cow; a pig can only be a menace by making you think he is going to run into your way when he never does—like a pig; a horse can only become needlessly frenzied with fear and break his harness and injure every one in his immediate neighborhood—just like a horse; a hen can only be the rattle-brained thing she is and insist on showing how dangerous a motor vehicle is by throwing herself in front of it and getting herself killed—like a hen; but unhappily men in some instances are all of these creatures together; sometimes they are walking or driving horses on the highways; and sometimes they are sitting in Legislatures.

"The present motor vehicle laws are the last, best demonstration of the provincialism of several of our States."

Fiat Lowers Wildwood Record

Records went by the board at the Wildwood, N. J., race meet, held July 4, under the auspices of the Wildwood Motor Club. A 120 hp. Fiat car, driven by Paul Schill, negotiated the one-mile course on Central Avenue Speedway in 42 3-5s. The record up to that time stood at 43 seconds, which was made by Bert Holland, in a Stanley Steamer, at the Labor Day meet last fall, while the best gasoline car record for this track was made by Roberts, in a Thomas, in 44 seconds one year ago.

In addition to the lowering of Roberts' record by the Fiat car, Willie Haupt, driving a Chadwick car, also came under the time, doing the distance in 43 3-5 seconds.

The big Chadwick six won the six-cylinder event from the 40 hp. Parkin, while the Fiat-Mercedes took the race for four-cylinder cars costing over \$4,000 in 53 1-5 seconds, with the Apperson sixty and Stearns fifty second and third. The new Palmer & Singer six-to-sixty won its initial race for cars costing \$2,000 to \$3,000, defeating the Pennsylvania thirty and the Apperson forty, while the special event went to the Thomas forty.

The automobile parade was held on the boardwalk according to schedule. A score or more cars handsomely decorated were in line and paraded from the upper end of the walk to the lower end at Wildwood Crest. The prize of the handsome silver cup was awarded to Wayne Davis, in a large Matheson car for having the largest and handsomest car in the parade.

The gold medal that was donated by John W. Young to be awarded to the driver of the car that lowered the track record was in the evening presented to Paul Schill. The presentation of prizes was made to the winners at the band stand on the boardwalk, after which the

day's events were concluded with a beautiful display of fireworks on the beach front. Following are the summaries:

Event No. 1.—Gasolene cars, selling under \$1,250.—Won by 18 hp. Buick; second, 20 hp. Mitchell; third, 24 hp. Overland. Time, 1.28 1-5.

Event No. 2.—Gasolene cars, selling \$1,251 to \$2,000.—Won by 24 hp. Mitchell; second, 24 hp. Overland. Time, 1.33.

Event No. 3.—Gasolene cars, selling \$2,001 to \$3,000, standard stock.—Won by 45 hp. Palmer & Singer 6.60; second, 30 hp. Pennsylvania; third, Apperson. Time, 1.13 1-5.

Event No. 4.—Gasolene cars, selling \$3,001 to \$4,000.—Won by 40 hp. Thomas; second, 40 hp. Thomas; third, 45 hp. Premier. Time, 1.34 2-5.

Event No. 5.—Open for four-cylinder cars over \$4,000.—Won by 120 hp. Fiat; second, 48 hp. Apperson; third, 50 hp. Stearns. Time, 53-1-5.

Event No. 6.—Open to six-cylinder cars.—Won by 80 hp. Chadwick; second, 40 hp. Parkin. Time, 1.00.

Event No. 7.—Free-for-all, both gasolene and steamer or electric.—Won by 120 hp. Fiat; second, 40 hp. Parkin; third, 40 hp. Chalmers Detroit. Time, 49 4-5.

Event No. 8.—Time Trials. All Cars.—48 hp. Apperson, time, 52 2-5 seconds; 120 hp. Fiat, time, 44 3-5 seconds; 40 hp. Cleveland, time, 1m. 13 3-5s.; 40 hp. Parkin, time, 53 3-5 seconds; 40 hp. Chalmers-Detroit, time, 51 2-5 seconds; 20-30 hp. Apperson, time 1m. 6 3-5s.; 18 hp. Buick, time, 1m. 13 3-5s.; 30 hp. Mitchell, time, 1m. 18s.; 40 hp. Thomas, time, 1m. 1 1-5s.; 80 hp. Chadwick, time, 1m. 45 4-5s.

Special Event.—Open to gasolene cars, selling \$2,001 to \$3,000, flying start.—Won by 40 hp. Thomas; second, 80 hp. Pennsylvania; third, 30 hp. Apperson. Time, 1.02.

Second Trials.—Fiat, 45 2-5; Chadwick, 43 4-5; Parkin, 53.

Third Trial.—Fiat, 42 3-5; Chadwick, 43 2-5.

Pennsylvania licenses, registration numbers, etc., can be obtained only from the automobile division of the Department of Highways at Harrisburg.

A Novel Efficiency Run

Practicability is the essence of the test to which four Brush runabouts and a delivery car will be subjected to this month. They will be started from Detroit and sent to Boston, Washington, Kansas City, Minneapolis and Chicago, respectively, the first four routes averaging about 1,500 miles, and the fifth about 750. A complete record will be made of all repairs and adjustments and of the gasoline and oil used, and prizes will be awarded to the driver who makes the best showing. All along the route the cars will be demonstrated for the benefit of the people of the towns and villages and good roads literature will be distributed. The result of the run will be embodied in an illustrated booklet, which can be procured upon application to the Brush Runabout Co., Detroit, Mich.

Another Dividend for Pope Creditors

An order has been signed by Vice-Chancellor Howell in the New Jersey Court of Chancery which paves the way for a second dividend of 25 per cent. on all allowed claims against the Pope Manufacturing Company. The order directs the receivers to apply to the Superior Court of Connecticut for the transfer to the jurisdiction of the New Jersey court of sufficient funds to pay such a dividend to creditors.

Program for Automobile Week of Ostend

The Automobile Week of Ostend (from the 13th to the 17th of July), organized by the Automobile Club of Ostend and the Coast, with the concurrence of the Automobile Club of Antwerp, the Automobile Club of Flanders and the section of Bruges, promises to be particularly brilliant this year, and cannot fail to attract a great number of automobilists to the great Belgian beach. The following is the program:

Speed Races.—1. Cars weighing as many as 650 kilos. 2. Cars of from 650 to 1,100 kilos. 3. Cars of minimum weight of 1,100 kilos., with a 1, 2, 3 or 4-cylinder, 4-cycle motor of 155 mm. bore.

Touring Car Race.—A. Single cylinder cars. B. 4-cylinder cars. C. 6-cylinder cars.

Touring Car Coast Race.—Itinerary: Ostend-Blankenberghe-Bruges-Saint André Varssenaere-Jabeke-Roxem-Westkerke-Ghistelles-Snaeskerke-Steene-Ostend, to be covered six times, say 400 kilom., by the cars of categories 3, 4, 5, 6, 7 and 8, and three times, say 200 kilom., by cars of categories 1 and 2.

During the Ostend races will be run those for the t'Serclaes and Duc d'Orleans cups.

Big Increase in Indiana Registrations

INDIANAPOLIS, Ind., July 6.—During the six months ending June 30 there were 1,659 automobile and motor cycle registrations in Indiana, breaking previous records in Indiana. The registrations by months were as follows: January, 63; February, 43; March, 197; April, 360; May, 442, and June, 564. There are now 6,794 automobiles and motor cycles registered in the State.

Hardart Made Only Clean Score

In its report of the Stroudsburg contests last week, AUTOMOBILE TOPICS was in error in giving the result of the reliability event, which was divided into three classes. Class A, for touring cars, was won by Frank Hardart, Jr., of Philadelphia, who drove his own Elmore Model 40, which was the only car to make a clean score in this class.

Five Studebaker cars, fitted with Diamond tires, carried the Illinois delegates to the Denver convention, and a total of four punctures comprised the tire troubles. Every tire was in perfect condition when Denver was reached.

ISOTTA FRASCHINI

1908 Achievements of Stock Cars :

1. OVER THE CIRCUIT PAVODA BOVOLENTA, April 5th—Trucco and Minoia, driving Isotta regular stock 40 h. p. cars, finished first and second and established a world's record for 40 h. p. stock cars, averaging 76 and 75 miles per hour, and defeating all other Italian makes: Fiat, Bianchi, Züst, Rapid, Junior and S. P. A.
2. TARGA FLORIO RACE in Sicily, May; Trucco first, Giovani 5th, won the Florio Cup, using 40 h. p. stock car.
3. SAVANNAH. Lewis Strang, in the Briarcliff winner covered 342 miles in 6 hours 21 minutes and



BRIARCLIFF TROPHY

1908 Achievements of Stock Cars (Continued)

- 20 seconds, winning the race at the rate of 53.8 miles per hour.
4. THE BRIARCLIFF TROPHY. Won on April 24th, 22 entries; Isotta first, averaging 46.15 miles per hour.
5. BRIDGEPORT HILL CLIMB, first in free-for-all and first in stock car class.
6. JAMAICA SPEED TRIALS, June 5th, 50 h. p. stock car, first in kilometer, mile and two-mile trials.
7. ELKWOOD TRACK, LONG BRANCH, N. J., July 4—Poole won 100-mile endurance race for stock cars, in 1h. 30m. 26 4-5s.

You can purchase for immediate delivery regular stock models of the Isotta Fraschini, duplicates of the winners of the above races

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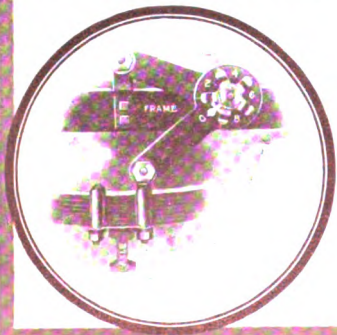
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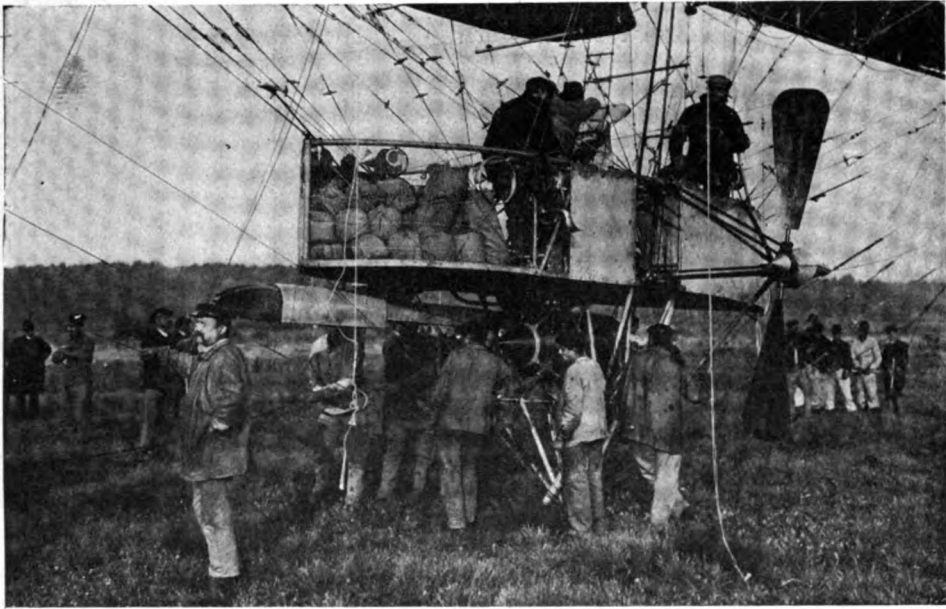
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New French Military Balloon

At 3 o'clock in the morning of June 24 the doors of the shed at Moisson, under which the new French military dirigible balloon, the "Republique," was constructed, were thrown wide open, and mechanic Rey proceeded to test the 80 hp. Panhard motor. At quarter past four the magnificent balloon was carried out of the shed on to the plain that stretches from Moisson to Lavacourt, and, at 5 o'clock, after Lieutenant Juchmes, the manufacturer, assistant pilot Landrin and mechanics Rey and Aarsal had got aboard, the order was given to "let go." The effective weight carried, including the above-named crew, was 1,345 kilogrammes. The "Republique," after soaring for a few moments over the houses of the village of Moisson, took flight in the direction of Vetheuil, and then gracefully turning about, and afterward executing a figure 8, flew toward Roche-Guyon, crossed the Seine and returned toward the aerodrome. Everything worked per-

fectly, and the height reached was estimated to be 100 metres. The screw propellers were stopped at half past 5, and an excellent landing was made among a group of workmen who seized the ropes and afterward returned the balloon to its shed.

The total length of the successor to the "Patrie," from stem to stern, is 61 metres; the diameter amidships is 10.8 metres; and the total capacity 1,140 cubic metres. When inflated with pure hydrogen she will be able to carry in the air a total weight of 1,140 kilogrammes. Her gasoline tanks will permit of a continuous trip of about eight hundred kilometres, with a crew of eight and the adequate weight of ballast.

The new dirigible will thus be able to accomplish a voyage from Paris to the eastern frontier and return without it being necessary to land. The speed that she is expected to attain is 50 kilometres an hour. More trials will be made in the near future.

The Pierre de Crawhez Cup Race

The Belgium Automobile Club is organizing for 1908 an international race entitled the Coupe Pierre de Crawhez. The race will take place the same day, the day before, or the day after the Circuit des Ardennes for a distance from 350 to 500 kilometres or thereabouts, and will be confined to voituresses. The classification will be identical with that existing in the Voiturette Grand Prix of the Automobile Club of France. The chassis price, without tires, of the vehicle must not exceed 5,000 francs. The date and place will be fixed later on.

All cars taking part in the race must be furnished with an engine comprising

the following dimensions: Single cylinder, 100 mm. bore; two-cylinder, 78 mm. bore; three-cylinder, 68 mm. bore; four-cylinder, 62 mm. bore. For a single-cylinder engine the cylinder capacity must not exceed 7,854 square mm. For a two-cylinder, not more than 9,557 square mm. For three-cylinder, not more than 10,895 mm. For a four-cylinder, not more than 12,070 square mm.

Competing vehicles ready to start, without water, gasoline, tools, parts, or spare tires, must weigh 600 kilogrammes, irrespective of the number of cylinders, including the weight of the oil in the crank case.

New Jersey's Lucrative Registration Mill

A well satisfied man is J. B. R. Smith, State Commissioner of Motor Vehicles for New Jersey, and he has reason to be. He has received full reports of registrations from all over the State, and finds that there have been registered under the new law to July 1 11,400 cars, yielding a revenue of \$83,850 collected for the repair of roads this year against 8,521 machines registered to July 1 last year, when but \$41,800 was collected for road repairs. The total registration for the whole of 1907

was 17,694 machines, bringing in a revenue of \$85,694.

"I am surprised to see that the registering of machines in New York State shows a falling off," said the commissioner. "We expect the Jersey registration will be much higher this year than last. There has been a rush to register under the new law, although many persons have come in sooner than they need to. We expect fully 4,000 more machines registered during July, making the total 15,500 since June 1.

Thomas Meets with Trouble

Advises to this country from Omsk, Siberia, on July 4, announce that the crew of the American Thomas car in the New York-Paris race had spent the hardest week of the trip through Asia in anxiety and strain. An accident befell the Thomas on Wednesday, July 1, which had since prevented its advancing. Meantime, every effort was bent to learn the whereabouts of the Protos car, and its non-appearance led to the fear that it had again passed the Americans. This fear was allayed July 3 by

the arrival of the Protos at Omsk and July 4 the Thomas was able to proceed, though still severely crippled.

The Thomas left Omsk on Wednesday at 4 o'clock in the morning and ran 30 miles to the Irtysh river, which it crossed successfully. It then encountered a swamp a mile wide which had been flooded by recent rains.

The car was almost through when the rear wheel broke through the road, sinking to the hub. The Thomas began to slip sideways into the swamp and



THE THOMAS CAR IN JAPAN—ON THE ROAD BY LAKE BUVA

Sheuster opened the throttle to try to get back on the road. The strain cracked two teeth of the driving gear and left the car unable to run. Sheuster returned to Omsk to get the extra driving gear which had been expected at Omsk but it had not arrived. Telegrams were sent to all the railroad stations in an effort

to locate it, but unsuccessfully. The journey is to be continued slowly with the temporary repair until the extra parts can be obtained.

The Protos is badly in need of repairs, and it is expected will be tied up at Omsk for some little time awaiting necessary parts.



CROSSING A BRIDGE NEAR SHINTO, JAPAN

Take Trip to Historic Monterey, Cal.

A party of San Francisco motorists, comprised of George C. Holberton, accompanied by Mrs. Holberton, B. C. Carroll and Mrs. Hawkins Taylor, had a most delightful trip to Monterey, Cal., a short time ago. Starting early Saturday morning, and going over the San Juan Hill, they drove to Salinas, and from there to Monterey, where they arrived in time for lunch. Saturday afternoon the party went to Pacific Grove and around the seventeen-mile drive. Then instead of returning at once to Monterey, they visited Carmel Mission.

Sunday morning the party drove all around Monterey, visiting the historic buildings—the first capitol of California, first brick house ever built, the first theater where Jennie Lind sang, etc. On the return trip the party came by way of Salinas, Castroville, Moss's Landing, Pajaro, Watsonville and through the Chittenden Cut Off. The weather was delightfully cool and

pleasant and the roads are in excellent condition, the only rough places being over San Juan Hill. Between Salinas and Castroville a new road has just been completed and is in splendid shape.

Massachusetts Law Becomes Effective

Sunday, July 12, is the day when the new automobile law of Massachusetts becomes effective. On and after that time the non-resident motorist who has complied with the regulations of his home State may still drive in Massachusetts for seven days without taking out a Bay State registration. If convicted of violating any provision of the automobile laws, whether he appeals or not, he must register the car and secure a license, thus placing himself under the jurisdiction of the Massachusetts Highway Commission. The courts are required to send reports of the convictions of non-residents to the Highway Commission.



SPELLMAN'S TRAINED BEARS RIDE IN A PREMIER CAR

PREVENTIVES AND REMEDIES

Bolts are very often spoiled in driving them out from the parts in which they are located. If they do not start readily one is often tempted to use the hammer upon them, with the result that the ends of the threads are frequently burred over. A stick of hard wood, is still better, vulcanized fiber, used between the hammer and the bolt will prevent damage of this kind.

Usually after the rubber matting on motor cars has been in use for a time its uniform color disappears, the oil and grease collecting upon it from boots and by dripping tending to rot and discolor it. To prevent the destruction and discoloration the matting should be painted with lead colored paint, which, when dry, gives a varnished surface. Not only is this oilproof, but it gives a bright look to the mat, and renders it easily cleaned by means of a cloth.

On no account test an accumulator by shorting the positive and negative terminals with a piece of metal.

If difficulty is found in causing a bolt holding together two parts to fit their holes with ease, the chances are that the two pieces are displaced angularly, and it should not be attempted to put the bolt in place by brute force. The condition should be examined and rectified if found wrong. A great many bolts and studs and their nuts are damaged by carelessness in starting the nuts cross threaded, and then using a wrench forcibly to turn them on. Nuts should be started carefully with the fingers, and one should be certain that the threads "take" properly.

When recharging a new battery for the first time, it is advantageous to charge slowly, then discharge slowly, after which the full current can be given.

A simple test for ascertaining whether an accumulator contains current is to place the tongue on the terminals, when a prickling sensation, but no shock, will be felt if electricity is present.

Do not keep the ignition retarded, as it results in burnt valves and fouled plugs.

Don't lubricate the magneto bearings too freely. Ball bearings require little oil, but they should on no account be overlooked altogether.

Never run with unduly slack chains. If your car has countershaft brakes, remember that they would be useless if a chain were to come adrift.

The application of graphite to main and big-end bearings after scraping in has a beneficial effect, and prevents the heating which often occurs with a new bearing.

Always tie a small piece of red material to positive wires in the ignition system. It often saves much time and trouble.

Do not use a big spanner to a small nut; you are only risking the shearing of the thread. There is nothing in which the amateur is more apparent than in the simple operation of tightening a nut.

In adjusting cable-applied side brakes allow for a loaded body altering the slackness of the cables. See that there are sufficient spare notches left on the quadrant when the brake is fairly hard on for emergencies.

Always let off the pressure with a pressure fuel feed when leaving the car for the night.

Never leave a cut cover, but clean and fill at the very earliest opportunity.

In hot weather a little water in the tubes will prevent deterioration.

Every owner should possess a plan of his wiring system, and carry it on his car. If one is not supplied by the makers, he should draw out one himself.

Don't use engine oil to lubricate spring shackles, brake parts, etc.; a much thinner oil will give better results.

Gasolene and a small brush are better for cleaning plug points than scraping.

SOMEWHAT PERSONAL

New England highways, and especially those in the White Mountains, have great attractions for motorists from the metropolitan district. One of the most important roads in the hills is the old Portland turnpike that leads from the mountains down through the narrow pass of Crawford Notch to the sea. State Engineer Dean and others feel that too much cannot be done to perpetuate the usefulness of this old State turnpike, which, before the days of railroads through the mountains, was the main artery through the hills to Portland, the that time "trading post" of all the northern part of New Hampshire, and even of Vermont. Among the New Yorkers who have been driving of late on this road, and others in the near vicinity, are: Mr. and Mrs. Adams Batcheller, Mr. and Mrs. George Batcheller, Mr. and Mrs. Dwight A. Jones, Major B. R. Corwin and Miss Corwin, Mr. and Mrs. W. R. Moore, Mr. and Mrs. George R. McCulloch Miller, Mr. and Mrs. Williston B. Lockwood, Mr. and Mrs. Frank Batcheller and Miss Leffingwell, Mr. and Mrs. R. H. P. Durkee, Mr. and Mrs. J. C. Tappin and Harold, Mr. and Mrs. Lindsley Tappin, Mr. and Mrs. H. Ingersoll Riker, Mrs. Daniel Riker and Daniel Riker, Jr., Mr. and Mrs. E. C. Gorham, Mr. and Mrs. Clarence B. Chapman, Mr. and Mrs. J. B. Hoyt, Mr. and Mrs. George E. Dunscombe, Mr. and Mrs. E. R. Jones, Mr. and Mrs. George S. Hastings, Mrs. Francis N. Bangs, Mrs. Le Grand Lockwood, Miss Hilda Lockwood, Dr. and Mrs. George Roe Lockwood and Mrs. Dennett, George Cromwell, Mrs. C. L. Benedict and Mr. and Mrs. William Baylis and Miss Baylis.

Mr. and Mrs. Benjamin Blossom, of Pasadena, accompanied by Mr. Blossom's mother, arrived in San Francisco a few days ago in their Thomas touring car. B. L. Chalmers, the chauffeur, reports that they started about sixteen days ago and that the trip was made by easy stages through Bakersfield and to the Yosemite Valley. At present they are spending a few days in San Francisco, visiting different points of interest in the vicinity, and will tour through Lake County before returning to their home. It is their intention to make the trip down via the coast route.

Mr. Chalmers reports ideal touring conditions.

Mr. and Mrs. W. A. Morehouse, their son, Mrs. Grover and chauffeur are again visiting in San Francisco. They are repeating their trip of one year ago, when they left Los Angeles in their Thomas touring car fully equipped with a camping outfit, so that they may leave the regular roads of travel and stop whenever and wherever suits their convenience. Leaving Los Angeles four or five days ago they have made the trip to San Francisco in easy stages and report the weather and roads ideal. This car has been in service for two years, and their confidence in it is shown by the fact that they will continue their trip into the State of Oregon, as they did last year, camping, fishing and hunting. They expect to cover about 3,000 miles before returning to Los Angeles.

Dr. A. J. Rinehart, of Ashland, Wis., a Lake Superior port, has just completed a creditable tour in a White steam car. Dr. Rinehart has just returned to Ashland in his big 7-passenger White steamer, after covering exactly 2,544 miles without a mishap of any kind. The car went through every kind of road and sometimes it wasn't road, simply a path. The party consisted of Dr. Rinehart, who drove all the way; Miss Mollie Chelsey, Miss Virginia Hodges and J. F. Fischer. Mayor Hoppenyan, Milwaukee representative of the White steam car, accompanied them from Milwaukee to Ashland, a distance of nearly 350 miles.

An automobile tour of Europe is being made by Mr. and Mrs. H. S. Darlington, of Philadelphia.

Included among the arrivals from the other side this week were Daniel S. Holden and Sidney B. Holden, of New York, who have been making an automobile tour of England.

J. B. Lasnier and family, of New York, left Paris a short time ago for a short tour to Chateau-Thierry and Epernay, to be followed by a number of excursions in the east of France.

SOCIETY

When the mercury began its upward journey a few days ago, society turned its back upon the city, with the result that summer resorts are now filled to overflowing. Saratoga as usual is coming in for its share of attention, and as a motoring rendezvous this northern resort promises to be greater than ever this season. It is quite the proper thing to make the trip up in one's car, and then use it for short tours during the stay. Cottagers, hotel guests, business men and physicians attended a meeting last week, when plans for creating at Saratoga a great Carlsbad were discussed. Dr. Andrew MacFarlane, of Albany, read a paper on "The European Spas versus Saratoga Springs," and the discussion was general. As a result, the Business Men's Association is to appoint committees, which are to take steps toward putting the plan into immediate action. If present plans are adopted, Convention Hall is to be turned into a great casino and gymnasium, Congress Park will become a recreation ground with many new features, the admission to the springs will be free and the water will be served only on a physician's advice. Recent arrivals at Saratoga from New York, many of whom went up by automobile, are: Mr. and Mrs. Philip Laskey, I. Sabarger, J. E. Church, Miss M. A. Underhill, Mr. and Mrs. C. H. Platt, William C. Van Vleet, Mr. and Mrs. George H. Gruenwalde, William Marcy, Douglas Donald, M. F. Faure, Mrs. R. S. Strong, Miss Strong, W. L. Stewart, Mr. and Mrs. Peter L. Worth, Mr. and Mrs. A. C. Soper, Mr. and Mrs. F. L. Whittier, Dr. Alfred Meyer, Mr. and Mrs. H. L. Powers, W. L. Rich, Jr., Mr. and Mrs. William C. Riley, W. S. Nightingale, Mr. and Mrs. A. E. Sherwood, Mrs. L. A. Palma, Mr. and Mrs. W. T. Wilson.

While there is not much social activity in Newport as yet, there are many evidences that things will assume a gay aspect as the season advances. The cottages are well filled and dinners and luncheons are being given by many notables. Mr. James J. Van Alen and Mr. Robert Ives Gammell have caused the Gooseberry Island Fishing Club to become the very center of social activity during the last fortnight. There was always much lunching and dining on this island out in the ocean, but

hardly as early in the summer as this has the clubhouse ever even been open. Mr. Gammell is there, however, much earlier than usual, and Mr. Van Alen is at Newport without having opened his villa, and he is making Gooseberry Island his home for entertaining. Mr. George B. De Forest is another enthusiastic member of the Gooseberry Island Club, but as he is in mourning he is not giving any entertainments. Afternoon tea at the Casino is the innovation of the season that is expected to attract much attention as well as considerable patronage. Mrs. Barger-Wallach has been made chairman of the committee of arrangements and she proposes that the teas shall begin as soon as the orchestra arrives, which will be next week. The first story club rooms at the right as one enters the Casino have been reserved for tea pouring and it is hoped that they will be thronged with women and men, too, during the driving hours. Mrs. Wallach will nominate a number of assistants, as it is not designed that she shall be present every afternoon that tea is to be served.

At Narragansett Pier the Fourth of July was celebrated by the opening of the Sherry Casino. Among the cottagers present at the opening were: Dr. Charles Hitchcock, Edward Conner, Philip S. P. Randolph, William C. Marrow, Henry de Coppet and the Misses de Coppet, Mrs. Alfred E. Morris, of Philadelphia; the Misses Lane, of Flushing, N. Y.; Count and Countess de Loche, Dr. James E. Sullivan and Mrs. Sullivan, Judge Samuel Gustine Thompson and William Thompson, of Philadelphia; Mr. and Mrs. Henry B. Kane, Mr. and Mrs. Henry Bowen, Prof. Brander Matthews and Mrs. Matthews, of New York; Mr. and Mrs. John H. Hanan, Dr. Joseph Leidy and Mrs. Leidy and Mr. and Mrs. William Penn Mather.

The season at Lake George has opened with renewed vigor, the hotels already well-nigh filled. Motor-boating as usual will be an important recreation. Mr. Herman Broesel, of New York, has arrived at his cottage at Bolton Landing, Villa Solitude, taking with him a new motorboat, a Simplex of over 100 hp., with which he hopes to defeat the champion of these waters, Mr. Le Grand Cramer's Winnie.

C L U B S

The New Jersey Automobile and Motor Club has taken formal possession of its new clubhouse at Park Place and East Park Street. The club has a three years lease on the house, with the privilege of extending it. The trustees have decided to install a grill room in the basement as part of the remodelling of the building. There are to be two dining halls on the main floor, one for women and the other a main dining room on the East Park side of the building, with a parlor on the other side of the hall. The second floor will be devoted to the executive offices of the club, the department of motor vehicles, a billiard room and a woman's parlor. The top floor will be devoted to club members, but there will not be any sleeping quarters, as was planned at first. The bowling alleys and garage will be attended to later, when the other improvements have been completed.

R. P. Schwerin, president; John D. Spreckels, vice-president; A. J. Frey, secretary, and Thomas Magee having resigned from the Board of Governors of the Automobile Club of California, the following were elected recently: Samuel G. Buckbee, president; George A. Newhall, vice-president; C. F. Kohl, treasurer, and L. E. Burks, secretary, to the board. L. P. Lowe, chairman; George A. Newhall and C. F. Kohl were appointed on the Executive Committee. The offices of the club have been removed from the Flood Building to the Pacific Building, San Francisco. The Executive Committee will proceed at once with the work of providing automobile signs for the roads in the counties surrounding San Francisco Bay and will also have a road map published for the use of the members of the club.

The Westchester Road Association has been organized by a number of motorists in Westchester County, New York. The following article from the by-laws of the association briefly explains its objects: "Any person interested in the fostering of good roads in the county of Westchester, and the protection of the rights of citizens therein, may be elected a member of this corporation by a majority vote at any

meeting of the board of directors, or a majority vote of the Executive Committee." The officers of the association are: John I. D. Bristol, of Chappaqua, president; Assemblyman J. Mayhew Wainwright, of Rye, first vice-president; Walter W. Law, Jr., of Briarcliff Manor, treasurer; John P. Faure, of Ossining, secretary.

With the object of trying to put a stop to fast driving in its vicinity. President Weeks, of the Automobile Club of Delaware County, Pa., has sent the following letter to members of the organization: "We have agreed to break up speeding in the boroughs. In some places we are to furnish signs, others are satisfied with our guarantee that we can stop it by this method: First, a warning letter to all our members; second, that we establish our own traps on an eighteen-mile basis and send our officers from place to place and prosecute every man, member or not, who exceeds eighteen miles in the towns. By this plan we can maintain a rational, sane use of the roads through boroughs; otherwise they would hold us to the ten-mile limit. There are a few men in the county who drive at thirty and upward through towns who are the cause of this trouble and expense to the club, and if caught will deserve to have their licenses revoked. We promise that they will be up against a decidedly different proposition from the usual 'put down the money and walk out' plan when the club prosecutes."

The Columbus (O.) Automobile Club treated the orphans of that city to an outing on June 26. About 1,500 children were loaded into cars and were driven to the East End Country Club grounds, where there was plenty of shade and lots of refreshments such as ice cream, sandwiches, lemonade, and all good things to eat. The committee in charge of the outing was Roy O. Williams and Dr. O. H. Sellenings, and Dr. Geo. P. Stephenson, with several of the other members, helping out.

The Automobile Club of Wayne County, with headquarters at Richmond, Ind., has elected the following officers for the ensuing year: W. N. Johnson, president; E. F. McConaha, vice-president; S. Burton Gaines, secretary and treasurer. The club has fifty members and is one of the first established in Indiana. It has beautifully appointed club rooms in Richmond.

S P O R T S

A two-days' race meet was held at Fresno, Cal., on June 27 and 28. The most interesting event on the first day was the 5-miles Cupid race, in which the drivers stopped at the end of each mile to pick up a lady, finishing with four ladies as passengers. A small White steamer, driven by E. Waterman, an Auburn and an Elmore were the competitors, the White finishing a mile ahead of the Auburn and the Elmore stopping in the third mile. In the 15-mile free-for-all event for the trophy offered by the Fresno Republican, all except a Buick, operated by Frank Murray, started well, Murray thinking the car had been recalled and going back to the line. Almost half a mile behind he started and on the third lap had caught the leading car, the Auburn. Murray finished first in 19.23. The track was in fair condition. The results were as follows: First day.—Three-miles event for cars not more than \$900—Buick, 1st, 3.56 3-5. Three-miles event for cars not more than \$1,600—Buick, 1st, 3.46. Five-miles event for cars from \$1,600 to \$2,500—Elmore, 1st, 7.07 1/4. Five-miles "Cupid Race."—White, 1st, 1.10. Fifteen-miles free-for-all—Buick, 1st, 19.23. Second day.—Five-miles free-for-all—White, 1st, 6.14. One-mile novelty (drivers ran 100 yards to their cars, started engine, drove one mile, stopped engine and ran 100 yards to the finish—White, 1st. Twenty-five miles race—Stoddard-Dayton, 1st, 30.48.

Plans are being formulated by the Bay State Automobile Association for a 24-hour endurance run to be held some time early in the fall. The event will probably be in the shape of a sealed mechanism contest.

Quite the most important feature of a Fourth of July celebration held in Somerville, Mass., was an automobile parade in which about 100 cars participated. Starting from the corner of Broadway and Mt. Vernon Street, they were driven over a 12-mile route. William C. Royal, of West Somerville, was chief marshal and chairman of the parade committee; former Alderman Jesse S. Newcomb, secretary; Frederick A. Dutton, pacemaker. The first division, consisting of handsomely

decorated cars, was led by former Alderman Frank D. Wilkins, driving a touring car elaborately dressed in red, white and blue, carrying Mrs. Wilkins, Mrs. Clarence W. Williams, Miss Lydia Rice and Darrell Wilkins. Others in the division were: Mrs. G. L. Wehrle and Mrs. Fred C. Kendall, of Highland road, in a runabout trimmed with wisteria, wearing white gowns, purple picture hats, with parasols to match; former Alderman F. DeWitt Lapham, representing "Uncle Sam," and Anson Atwood, "John Bull," and Miss Louise Carrie Hunt, in a runabout covered with the national colors. John H. MacAlman, Mrs. MacAlman, president of the Somerville Woman's Club; Mrs. Fred Woodworth, Mrs. Charles Goldthwaite, Mrs. Lillia Spofford and Charles H. Wheelwright rode in Mr. MacAlman's large touring car, which was trimmed with wisteria and yellow. The judges, L. E. Merry, F. W. Marden and Alderman Shepard, awarded first prize, \$25, to the MacAlman car; second, \$15, Mrs. George E. Tufts; third, \$10, Mrs. F. A. Dutton, and silver cups to Mrs. G. L. Wehrle and Mrs. L. H. Steele. Division two consisted of cars costing \$3,000 and more. John C. H. Snow headed the third division of cars, listed from \$2,000 to \$3,000, followed by an auto carrying Dr. M. W. White, Messrs. M. H. Edward and William McCarthy, William A. O'Brien and Miss Agnes McCarthy. H. C. Hight directed the way for the fourth division of \$1,000 to \$2,000 cars. The fifth division, composed of roadsters and runabouts, was in charge of District Attorney John J. Higgins. Antique cars formed the last division.

The Automobile Club d'Ostende et du Littoral has issued a program of the automobile meeting which is to be held from the 13th to the 17th of July at Ostend. On the first day (July 13) there will be a series of five kilometre speed trials for both racing and touring vehicles on the Route Royale; July 14 will be devoted to an excursion to Nieupoort; on the 15th the Circuit Touriste du Littoral will be held, consisting of six laps of a course taking in Ostend, Blankenberghe, Bruges, Roxem, and Ghistelles, the total distance being about 250 miles. On the last day (July 16) the scene of operations will again be on the Route Royale, on which speed trials over the flying kilometre and standing mile will take place.

A E R O N A U T I C S

Under the direction of the Chicago Aero Club, a balloon contest was started from the Windy City on July 4, in which 9 balloons competed. The balloons and their pilots were as follows: Fielding-San Antonio, Capt. Honeywell and G. J. Fielding; Illinois, J. L. Case and C. H. Perrigo; United States, Col. A. P. Shirley; Chicago, C. A. Coey and C. L. Bumbaugh; Columbia, C. H. Leichter and M. Peterson; King Edward, Leopold Gregory and H. P. Wild; America, P. S. Hudson and Lieut. J. J. Meade; Cincinnati, Leslie Haddock and George Howard; Ville de Dieppe, George Schoeneck and A. E. Mueller. The event was won by the Fielding-San Antonio, its landing place being Shefford, Quebec, 825 miles from Chicago, at 5 o'clock on the evening of July 5. It was thus the winner of both the distance and time prize. The respective landings of the other contestants were as follows: Illinois, Glen Island, Ontario, 575 miles; United States, East Pingerton, Canada, 400 miles; Chicago, Atwood, Ontario, 340 miles; Columbia, Clinton, Ontario, 325 miles; King Edward, Port Huron, Canada, 300 miles; America, Carsonville, Mich., 295 miles; Cincinnati, Covert, Mich., 80 miles; Ville de Dieppe, Benton Harbor, Mich., 70 miles. While there were no serious accidents as a result of the race, there were several narrow escapes from death by drowning. In the high northeast wind which carried the balloons over Lake Michigan almost every balloonist with the exception of those in the Fielding experienced great trouble in crossing. The occupants of the French entry, the Ville de Dieppe, dropped in the water a few miles out from shore and the occupants were in the water for more than three hours before their balloon rose and carried them to the Michigan shore. C. L. Perrigo and J. L. Case, of the Illinois, were rescued from drowning in the Bay of Quinte, near Glen Island, after a terrific battle with the waters. Their balloon fell on top of them. They were dragged from under the silken bag after they had been in the water more than half an hour.

The two aeronauts of the King Edward, J. L. Bennett and Gerald Gregory, suffered two terrible lake experiences. They first almost fell into Lake Michigan after leaving Chicago and later fell into Lake

Huron, near Port Huron, Ontario. Both men were thoroughly tired out and would have drowned in a few minutes had not rescue come to them.

Recognizing the admirable work which M. Pelterie has performed in connection with aviation, the French Society of Civil Engineers has awarded him their prize which is presented annually for what is deemed by the committee the best work for the year on any scientific or mechanical subject.

It is expected that Henry Farman, Leon Delagrange and M. R. Esnault-Pelterie will take part in the aeronautical meeting at Spa on August 9, 16 and 23, which is being arranged by the Aero Club of Belgium. The club has offered money prizes amounting to over \$11,000. The Malchamp Plateau, on which the events will occur, is about 3 miles from Spa.

The Scientific American trophy for heavier-than-air flying machines was won on July 4 by G. H. Curtis in the "June Bug" on the grounds of the Aero Experiment Association at Hammondsport, N. Y. At 5.45 p. m. the first flight was made, and the machine was in the air 54 seconds and covered 2,800 feet and came to earth. Mr. Curtiss slowed down his engine on account of rising too high, and when the machine began to descend the engine did not respond quite quickly enough, and he was obliged to alight. At 7 o'clock another flight was made, and covered more than a mile straightaway, and Mr. Curtiss then made a half circle, looking for a good place to alight. When he was satisfied he descended and came to earth as easily as a bird. The machine was in the air 1 minute and 42 seconds, and from starting point to finish had actually flown more than 1½ miles. The Scientific American trophy must be won at least once in three separate years, the rules being changed and made more severe after each trial. It is always open for competition upon due notification being made to the committee of the Aero Club of America, to which it was presented by the Scientific American in the spring of 1907.

Must Keep Roads in Order

The notification given local road officials in Pennsylvania that rural free delivery will be stopped unless the roads are improved is a timely hint that ought to do good. There is less excuse for bad local roads in Pennsylvania than in most States, as 75 per cent. of the cost of improving such roads will be borne by the State if the county and township will contribute the other one-fourth, says the Philadelphia Press.

It is this small local charge—12½ per cent. on the county and 12½ per cent. on the townships through which the improved road is constructed—that has halted road improvement in Pennsylvania in spite of the State's liberal grant for this good cause. No better investment could be made by any township than the sum required to give it good roads. When the taxpayers in a township pay \$1 and get back \$8 worth of road improvement it clearly looks as if road improvement would be a profitable township undertaking. The taxpayers in many townships do not think so. Perhaps their ideas will be changed

a little when they realize that the United States government will not deliver the mails from house to house over the miserable roads that do duty as public highways in the townships that decline the benefit of State aid in local road improvement.

Our civilization has outgrown the old dirt roads of alternate mud and dust, often with bad grades and unsafe conditions, judged by the loosest standards. We have entered upon an era of road improvement, and those localities which secure the advantage first will advance beyond their neighbors in wealth, population and public consideration. Bad roads will soon be recognized as the sure sign of a backward civilization and unprogressive community. Such localities will be shunned, not only by the post office free delivery, but by investors and intending settlers. The State road law of Pennsylvania gives a township the opportunity both to secure good roads and advertise itself as a desirable place of residence.

A Motor Trip to Eden Valley

John Farson, former president of the Chicago Automobile Club and of the American Automobile Association, has been automobiling in Eden Valley. This is the picturesque name bestowed upon a fertile tract in the heart of the Wind River Mountains of Wyoming, and Farson headed the expedition which was responsible for the descent of the motor car upon that peaceful and secluded district.

Mr. Farson has returned to Chicago from the western journey, one incident of which was an automobile trip into the heart of the Wind River range, a district which never before had known such a visit.

Lightning weather transformations were among the novel experiences of the journey.

"We were unable to anticipate the weather more than a few minutes in advance," said Mr. Farson. "At one stage in the journey we would be in the midst of a gentle rainstorm, only to enter a snow tract a few minutes later. This, in turn, after a run around a jutting promontory, would be succeeded by genial sunshine, and the next instant we would be pelted by a cutting hailstorm."

After leaving the Wind River district Mr. Farson and his party made an automobile trip into the irrigated district of the Poudre country.

English Dust Trials at Brooklands

Provided the weather is favorable, dust trials will be held on the Brooklands Track on Monday and Tuesday, July 20 and 21 (not July 8 and 9, which have been mentioned as probable dates), beginning at 11 o'clock each day. The object of the trials is "to encourage manufacturers to improve the design of cars with a view of reducing to a minimum the dust raised thereby, and also to assist further improvement by observation of many different designs under exactly similar circumstance. With the advent of a practically dustless motor vehicle much would be removed."

There will be three classes as last year. Class I will be for makers' latest standard patterns as regularly sold commercially; Class II will be an inter-club competition for teams of two cars from each competing club, each car to be the *bona fide* property of a member of the competing club, and must be run as regularly used by him on the road; and Class III will be for experimental cars, to include cars specially altered or added to in any way for the purpose of lessening dust raising, all such cars to

have an ordinary pattern of body, with at least four seats, and to be of an ordinary working type.

The tests in the Experimental Class will be carried out on Tuesday, July 21, if the total number of entries is large.

There is no entrance fee.

A fine limestone dust will be used (and possibly dry leaves).

Last year the steam cars showed as a class such good results as regards dustlessness that it has been decided this year to limit the trials to gasoline cars only, many of which left much room for improvement. In order, however, that steam cars should obtain full public credit for their dustlessness they will run *hors concours* and be bracketed with the actual competitors. The winners of last year have further been asked to run their cars (White and Stanley) as the trial cars in Classes I and II respectively. These cars and other steam cars running *hors concours* will do so under the same conditions as other competitors.

The final awards will depend solely on photographic records, not on eye judging.

Authorities Co-operate With A. C. A.

In compliance with the request of Jerome Bradley, who is a trustee of the village of Dobbs Ferry, the Automobile Club of America has arranged to post two men at the outskirts of Dobbs Ferry to request automobilists to observe the speed limits of the village. The two men were posted last Sunday, and will be on duty every Saturday and Sunday for a few weeks to co-operate with the Dobbs Ferry authorities in suppressing reckless and fast driving in that district.

Mr. Bradley appealed to the Automobile Club of America as the representa-

tive motoring organization for assistance to prevent scorching, stating that the Dobbs Ferry authorities wished to avoid making wholesale arrests of drivers if some other method of preventing fast driving could be found. Many arrests for speeding were made last year, but the village trustees would prefer that automobilists drive with due regard for the safety of others, so that it will not be necessary to make arrests. Mr. Bradley expresses the opinion that cautioning drivers will prove more effective than numerous arrests of unwarned violators of the speed limits.

Has Found a Better Route

A correspondent of AUTOMOBILE TOPICS, Dwight B. Blossom, of St. Louis, suggests an improvement in the route between Pittsburg and Philadelphia, which is covered by AUTOMOBILE TOPICS' Route No. 144. He says:

"I have used a different route than yours on both of my trips, and I do not see why any one should go so far out of their way to get to New York.

McConnellburg is our point of divergence, 29 miles from Bedford Springs, and I take the left fork beyond the hotel and have a steady climb of 1,400 feet in 3.6 miles, with the usual number of water breakers, straight through Fort Loudon, 37 miles, and stopping occasionally to pay toll, St. Thomas, 43.5 miles, into Chambersberg, 51 miles. Straight ahead, through a beautiful country and fair rolling roads through W. Fayetteville, 56.2 miles, and several toll gates; Gilbert Springs, 63

miles, through the battleground of the second day's fight of the battle of Gettysburg, with all its historic associations, into Gettysburg (Eagle Hotel), 76.5 miles. Leaving the hotel turn first right and follow car track to National Cemetery, on through Littleton, 87 miles, to Hanover, 97.5 miles, Abbotstown, 100 miles, over a good stone toll road to York, 116 miles, then straight ahead, following your Route No. 99 reversed to Wrightsville, cross on railroad toll bridge "under orders" to Columbia, and on to Lancaster, 141 miles (Wheatland Hotel). From here in to Philadelphia is all good (67 miles) except between Gap and Coatesville, where the pike has been abandoned and it is best to go around by Christiana.

Unless I am greatly mistaken this route is much shorter, as pretty, and has as good roads as the other. I should like to have your opinion.

Oddities of German Automobile Laws

A recent number of the *Moniteur de l'Empire* publishes a draft of a new German law upon automobilism, of which the following are the most important provisions:

"When a person has been killed, wounded, or injured in his person or property by an automobile in motion, the owner of the automobile shall be held accountable for the injury done. No indemnification shall be furnished when the injury has not been caused by the driver's fault or by some imperfection in or getting out of order of the automobile. When an automobile is driven by a person unknown to and without permission of the owner, such person, instead of the owner, shall be obliged to pay the compensatory damages.

"The sum to be paid in case of death

or the wounding of a person shall in no case exceed 50,000 marks (\$12,000) or an annuity of 3,000 marks (\$750). In case of the death or wounding of several persons, the sum to be paid shall not exceed 150,000 marks (\$37,500) or an annuity of 9,000 marks (\$2,250). In case of material injuries, the sum shall not exceed 5,000 marks (\$1,250).

Covers Route in One-Third of Time

An automobile line will be operated between Escondido and San Diego, Cal., making the trip of 35 miles in about 3 hours. Three Pierce Arrows will be used and will be quite a gain over the present stage, which consumes 7 hours making the trip. Freight of various kinds will also be carried in small quantities.

For Traveling in the Desert

That it is impossible to drive an automobile, even a light one, through sand, is a fact well known. The driving wheels turn without advancing and the spokes form an excavator. Certain motorists have surmounted the difficulty by unrolling mats or carpets in front of the car. Such a process is an effective, but very slow one, and, since it necessitates the aid of a gang of men, is quite costly.

It occurred to M. Gaston Liegeard, to whom European road traveling had become monotonous, and who had decided, by way of change, to tackle the sandy trails of the Sahara, that it would be possible to have the car itself perform the operation of mat laying, which had formerly been done by manual labor. He therefore fitted to his car a light iron frame carrying to the right and left, and fore and aft, overhead rollers over which passed endless belts

of very thick coco-matting 25 inches in width and practically indestructible. These belts were capable of being mounted and dismounted, according as the nature of the ground required, in a few seconds.

By means of this ingenious automatic arrangement, Mr. Liegeard, during the course of a trip through southern Algeria and Tunis, was enabled to travel over very hard trails from Biskra to Touggourt (260 miles going and returning) and from Tebessa to Gafsa (92 miles). His car (a 28-hp. Peugeot), weighing 4,840 pounds in running order, was provided with Michelin tires (naturally smooth), which did not have to be touched on the way. He was accompanied by his mechanic and an Arabian interpreter only, and accomplished his journey from start to finish without the least difficulty, and solely by the power of the car.

Walker Enthuses Over French Highways

P. J. Walker, of San Francisco, accompanied by his wife, is now touring Europe in a 60-hp. Thomas runabout. In writing to his brother regarding the trip, he says: "Before I forget it, our car runs perfectly. It has never missed a shot, and aside from a couple of punctures we have never been laid up on the road a night. Wherever we stop, whether in a large city or not, we are immediately surrounded by a hundred people, yes, sometimes more—depending on the hour and place.

"We have no trouble in locating at comfortable hotels at reasonable prices, and, by the way, the stabling of the machine is always included in the hotel rate without extra charge, something that ought to be adopted in the United States. Gasolene varies greatly in cost, owing to the tax imposed on it by the

various city governments. For instance, in Paris it costs 50 cents per gallon, while when one gets out of the gate from Paris, say 100 yards, it only costs 20 or 25 cents per gallon. They tell me that in Spain it costs from 50 cents to \$1 per gallon.

"The result on our speedometer to date is 1,012 miles, which we have covered leisurely in a week, having taken in all the sights as we went along. The roads in France, so far, are as fine as our own Alameda county boulevard, and some much better—not quite so wide, however. The result is that we have run for hours at a time with the glass front up, averaging not less than 30 miles per hour, and more frequently have we gone miles and miles at 40 per hour, and really comfortable at that.

Pennsylvania Railroad Uses Motor Trucks

The Pennsylvania Railroad Company, as an experiment, has introduced the use of automobiles to expedite the handling of freight between stations in large cities. Such a service has been started between Kensington and Shackamaxon stations in Philadelphia, and if that is a success, it is planned to try the same experiment in other large terminal cities, such as at Pittsburg and Baltimore.

The automobile truck, which the Pennsylvania Railroad is using in Philadelphia, has saved between six and twelve hours in the handling of package freight between the stations named. This freight automobile has a capacity of five tons and is driven by a 6-hp. electric motor. It averages about seven and one-half trips a day, carrying 2.2 tons per trip; its daily mileage averaging about eight miles.

Previous to the introduction of the automobile in the Kensington district, small lots of freight were sent from station to station in cars. With the automobile service, congestions are relieved, and the movement of freight by a direct route instead of a circuitous one, saves both time in delivery and the use of freight cars.

The Pennsylvania Railroad is also bringing the automobile into use in its passenger service. In Jersey City an innovation is the introduction of large automobile trucks in the baggage service. These trucks are about the size of a three-horse wagon and are so built that when being loaded the floor of a truck is on a level with and flush against that of a baggage car.

Many hard knocks are saved to every trunk handled in this way through the Jersey City station. In moving a trunk from the car to the truck, it receives about the same handling it would get in being shifted about inside the same

car. This is but one of the trunk-protective features of the trucks. Another is that they are enclosed entirely with a wire grating and leather top, preventing any scraping or falling in the trip across the river.

The service to which the new trucks are being put entails through trips between the baggage cars and the 23d Street Station, in New York. They are loaded to their full capacity and are raised and lowered between the ferry level on elevators. The electric power does away with the manual labor formerly necessary to push loaded trucks up the heavy grades at the approach to the ferries, at certain stages of the tide.

The truck is about 15 feet long and 5 feet wide, with a seat in front for the driver. Its height, of about 9 feet, is necessary, that the floor of the truck may meet the baggage car floor on a level.

Not only in Jersey City is the automobile being used in the passenger service. In Broad Street Station, Philadelphia, there are in use automobile trucks for baggage and mail. These, however, are about the size of an ordinary hand truck, and very similar in appearance. The electric mechanism is placed under the body of the truck, and is operated from the handle or "tongue."

So satisfactory have these automobiles proved in the baggage and mail service, that there are now being built a number of small electric trucks for use in the new terminal station in Washington. These will be similar to the trucks now used in the Broad Street Station, though they will embody improvements which are expected to overcome the slight difficulties which have been experienced with the first automobile trucks that were placed in service.

Duty on Tires a Separate Item

WASHINGTON, D. C., July 5.—Appeals to the Circuit Court of Appeals, second circuit, have been taken by the government in the cases of the Auto Import Co., Archer & Co. and Massenat Deroche vs. United States, which were decided by the United States Circuit Court for the Southern District of New York in favor of the importers.

The importations consisted of automobiles "with tools and accessories," so called. Duties were assessed thereon as entireties at the rate of 45 per cent. ad valorem, under the provision in paragraph 193, tariff act of 1897, for "articles of wares . . . composed wholly or in part of iron, steel . . . or other metal." The importers claimed that the tires which accompanied said automobiles, but which were not attached to the rims of the wheels, were properly separately dutiable at 30 per cent. ad valorem under paragraph 449, which is the tariff provision for manufactures of india rubber. The importers' contention was sustained by the court, which held that the tires and machines did not together constitute an entirety, but were dutiable as though imported independently.

Pope Receivers' Request Granted

The New Jersey courts have granted the application of the receivers of the Pope Manufacturing Company to proceed with their plans for manufacturing 700 cars and 50,000 bicycles for the 1909 season.

There was some opposition to the application, some of the creditors holding that the capital necessary for these operations should come from the stockholders, and not, as the receivers proposed, from the creditors. The court took the opposite view of the case, however, doubtless having in mind the successful season just ending, and now the plans referred to will be carried out.

Meanwhile a 25 per cent. dividend has been declared and paid, and another dividend of like amount will probably be declared shortly.

Keeping Tab on Tire Cost

An interesting record has been kept for the past year by McClay & Black, a Los Angeles concern having a large number of cars in rent service. They have recorded carefully the exact record made by each individual tire on every car, also keeping account of the work done by each complete set of tires for comparison against the earnings of the machines on which they were used.

This year Diamond tires have been the equipment exclusively, and the average record of each tire, also of each complete set of tires is over 7,000 miles. When it is considered that the cars are all 7-passenger capacity and the service is both day and night, tire costs in their business, McClay & Black believe, have been reduced to the minimum. The firm have experimented with seven different makes of tires during the past two years.

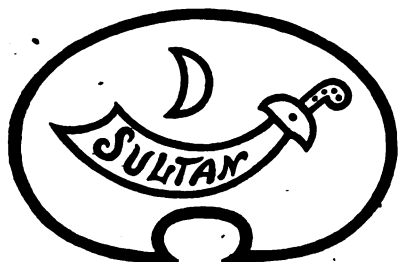
Judging Tires by the Smell Test

Manager Schneider, of the Republic Rubber Company, is responsible for the statement that you can tell good tires by the smell. As proof of his assertion he will take his customers back into his stock room, which is filled with a peculiar though not unpleasant odor, unlike anything else on earth.

This odor, Mr. Schneider explains, is peculiar to Para rubber, of which Republic tires are compounded. The rubber from Para is considered much better than Congo or any other African rubber, he says, and it is harder to get and is quite a little more expensive.

Judging by the smell test, Republic tires are the only ones that use Para rubber.

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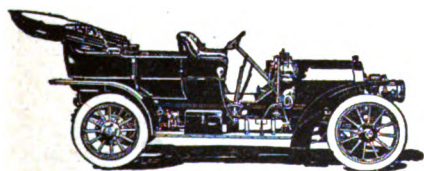
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New York to Lake Hopatcong

One of the prettiest runs out of New York is that to Lake Hopatcong, a popular resort in northern New Jersey. The tour is reprinted with a variation in the route at the Lake end. The details follow:

Cross 23rd Street Ferry to
JERSEY CITY (0 miles).

From the ferry go straight out for one block to sign reading "To the Boulevard." Here T. L. for one block, then right into York Street, then left into Henderson Street and again left into Mercer Street. Then straight ahead through Glenwood Avenue to the Hudson County Boulevard. T. R. on the Boulevard, and at first trolley T. L. into the Harrison Turnpike, which leads across the Meadows through Harrison to Broad Street,

NEWARK (8 miles).

T. R. on Broad Street and after passing under the D. L. & W. R. R. about half a mile T. L. into Bloomfield Avenue, which follow through

BLOOMFIELD (12 miles).

Continue straight ahead through Glenridge to

MONTCLAIR (14.5 miles).

Continue straight ahead on same avenue, up long hill, passing the Mountain House and down grade through

VERONA (16.5 miles).

Continue straight ahead to

CALDWELL (18 miles).

Continue on straight ahead down hill to
PARSIPPANY (26 miles).

Continue along the macadam road to
DENVERVILLE (29.5 miles).

At Denville the road to the left leads through Morris Plains to Morristown, but for the Lake keep straight ahead to

ROCKAWAY (32 miles).

After crossing the canal at Rockaway, turn sharp to the left for two miles, then cross the canal, railroad and river and T. R. to

DOVER (35.5 miles).

Continue straight ahead on macadam road to

KENVIL (39.5 miles).

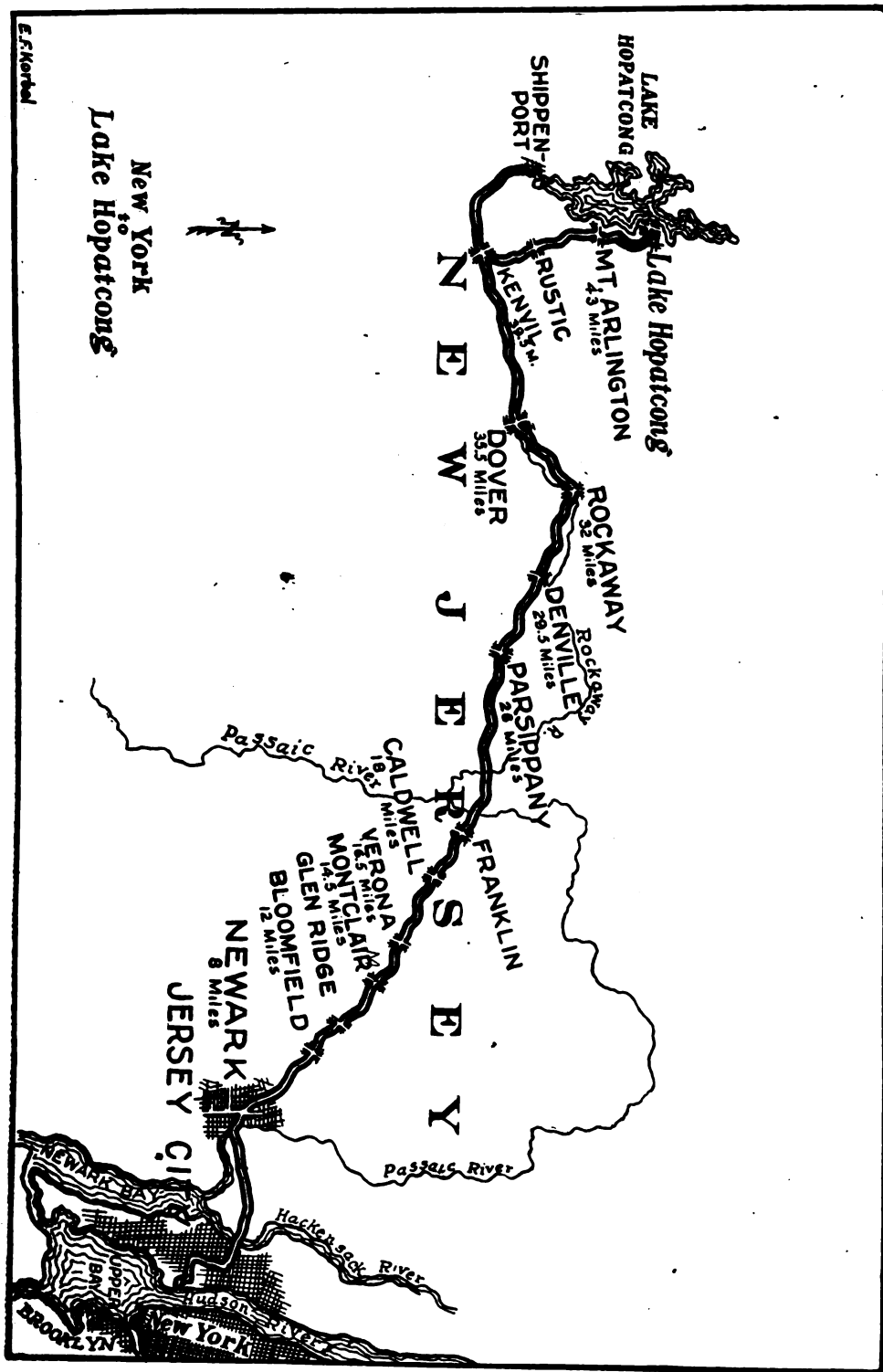
At Kenvil turn to the right to
MT. ARLINGTON (43 miles).

Mt. Arlington is on the east side of the Lake and has an attractive hotel, but if desired to go up to the west side of the Lake keep straight ahead at Kenvil through Shippenport to

HOPATCONG STATION (40.5 miles).

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RENAULT "The Car"

WHY is the RENAULT everywhere acknowledged to be the Standard of Automobile Perfection?

BECAUSE the RENAULT excels all other makes of Automobiles in Speed, Endurance and Reliability, which are the three most important requisites of an Automobile.

SPEED.—The RENAULT holds the World's Record for 100 miles.

On March 6, 1908, at Ormond, Florida, M. G. Bernin drove a 60 H. P. RENAULT 100 miles in 1 hour, 12 minutes, 56.1-5 seconds, an average of 82.1-2 miles per hour; lowering the previous World's Record by 2 minutes, 54 seconds. Racing Boards have decided that a racing car, to be called a racing car and not a "freak," must run 100 miles at an average speed of at least 60 miles an hour. Therefore the winner of the 100-mile contest earns the Blue Ribbon of Speed.

ENDURANCE.—The RENAULT holds the World's Record for 24 hours.

On Sept. 6th, 1907, at Morris Park, a 35-45 H. P. RENAULT stock car won the 24-hour race, covering 1079 miles at an average speed of 45 miles per hour; and established a World's Record for a single car in competition on a mile track. The 24-hour race is the most exacting test of the endurance qualities of a car. No severer strain can be put upon a motor than 24 hours' consecutive racing. That is why the 24-hour race is the Blue Ribbon Event of Endurance.

RELIABILITY.—The name RENAULT is synonymous of Reliability.

A 1905 RENAULT can still be run from New York to Chicago without a hitch. A RENAULT always keeps its value. A 20-30 H. P. RENAULT, 1905 model, after three years' use, sells for \$3,000. The initial cost of a RENAULT is a little more than that of the high grade American car, because of the 45 per cent. import duty. But the superiority of workmanship and material are worth more than the difference.

RENAULT cars from 20-30 H. P. up are sold with a guarantee to make the run between New York and Chicago. All RENAULT cars carry a written guarantee for one year. **FURTHERMORE**, we guarantee the RENAULT for life against any defect in either workmanship or manufacture.

What American car will make that statement?

SILENCE and SIMPLICITY are other leading attributes of the RENAULT. Try for yourself and see the difference.

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PAUL LACROIX, Gen. Mgr.

BROADWAY @ 57th ST., NEW YORK

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Boston Agency: A. Cutler Morse & Co., Motor Mart, Park Sq.

San Francisco: 316-322 Van Ness Ave.

Philadelphia Agency: Prescott Adamson, Broad & Spring Garden Sts.

Trying Out the Peerless Team

Preparatory to the severe test of the A. A. A. tour, which began this week, three Peerless cars were sent over that portion of the route from Cleveland to Bedford Springs, Pa., and return. The first day's run was from Cleveland to Pittsburg, by way of Erie, where the route was intercepted, and from there to Pittsburg, by way of Cambridge Springs. Two hundred and thirty-five miles was rolled off the first day, and excellent running time was made. From Pittsburg the party continued over the tour route for 1908 to Bedford Springs, through Johnstown, Pa.

In speaking of this part of the route, Charles H. Burman, driver of one of the Peerless cars, said the other day:

"There seems to be a certain amount of criticism regarding the new route selected between Pittsburg and Bedford Springs, and I note that there is some

talk of changing this particular part of the route. The performance of the three Peerless cars over this route last week warrants me in stating in behalf of myself and my team mates and the Peerless Company that we are prepared to go over the route as originally laid out. We do not desire to see any change of routing. I am a firm believer in a good hard test, as fairness will be shown to all parties, considering the fact that all have to go over the same ground."

The Peerless team will be in charge of Charles H. Burman, who will have for his mechanic Charles Roth. The second car will be driven by William C. Straub, who will have Robert Achoff for his mechanic. The third car will be driven by Harry D. Savage, who will have J. B. Broch for his mechanic.

Changes and Promotions in Winton Company

The promotion of Charles W. Churchill, the former Winton New York manager, to the position of general sales manager

has necessitated several other changes in the personnel of the Winton Co. Charles M. Brown, San Francisco branch manager and formerly manager of the Winton branch in Chicago, has been named to take



CHARLES M. BROWN

the management of the New York branch. Harry L. Owesney, assistant manager of the San Francisco branch, becomes manager of that branch.

The company also announces that W.

L. Duck, former London branch manager, has been appointed manager of the Baltimore branch, vice R. H. Williams, resigned.

All these changes take place at once.

Drop "Berliet" and "Automobile"

The name Berliet has been dropped from the product of the American Locomotive Automobile Company at the same time that that adjunct of the American Locomotive Company has been re-incorporated with the latter. Hereafter the automobile business will be continued in the works at Providence and at the various agencies on a larger scale than before, but by the American Locomotive Company direct. The personnel of the organization of the automobile department remains unchanged.

May Exports Decrease \$206,393

May, 1908, was a very poor automobile export month, as compared with the same month in 1907. Only \$459,057 worth of automobiles and accessories were sold to foreign countries, as against \$665,450 in May, 1907, the decrease amounting to \$206,393. The

best customers of the month were the United Kingdom and France, their respective purchases being \$132,663 and \$100,597. For the eleven months ending with May, the automobile exports totaled \$4,567,125. Following is the detailed report:

	May '07	May '08	11 months ending May '07	11 months ending May '08
United Kingdom.....	\$235,751	\$132,663	\$1,219,672	\$1,503,506
France	85,984	100,597	444,632	587,890
Germany	16,580	21,785	119,136	126,279
Italy	37,500	6,300	243,019	237,596
Other Europe.....	10,879	16,381	227,797	132,998
British North America.....	150,079	94,066	1,020,411	809,836
Mexico	69,998	39,008	762,650	379,126
West Indies and Bermuda...	15,453	6,887	199,005	241,365
South America.....	14,300	21,534	184,570	213,733
British East Indies.....	840	1,611	33,926	28,558
British Australasia.....	13,287	5,938	202,741	153,750
Other Asia and Oceania.....	14,585	10,598	91,561	123,249
Africa	140	127	8,813	7,388
Other countries.....	74	662	12,254	21,851

Creditors Have a Grievance

DETROIT, July 6.—Creditors of the Aerocar Company are after A. Y. Malcomson, president of the defunct concern, to pay the difference between the actual value of that portion of \$204,000 worth of stock he held and what he is alleged to have paid for it. They charge that Malcomson not only got this stock at a low figure, but that his bill against the concern as a creditor is exorbitant, he claiming \$92,000 for money advanced and paper endorsed.

Malcomson, on the other hand, claims that he actually paid for the stock, partly in cash, in contracts and material and business he turned over to the company.

The trustee for the creditors recently sold the plant and equipment for \$100,000, declaring a 25 per cent. dividend for creditors. Inasmuch as Malcomson insists on having \$92,000, there is little left for the others, who propose insti-

tuting a suit to compel him to make up the difference in value and cost of stock, as noted.

Three Newspaper Men to Judge

A committee of three judges, all automobile newspaper men, will shortly get together to decide the winners in the Winton \$2,500 contest for Six-Ten-Six chauffeurs. The contest closed June 30, and the money will go to those ten drivers who have made the best mileage records on minimum repair expense.

The purpose of the Winton company in promoting the contest was to secure authentic records of the performances of its six-cylinder cars.

This is the first time that a manufacturer has made an effort to secure certified statements from owners and chauffeurs.

Boston's New Taxicab Service

The Taxi Motor Cab Company is a new concern, with headquarters in the Motor Mart, Park Square, Boston, which last week installed 50 new Thomas taxicabs. It is proposed to increase the number to 150 as rapidly as the demand increases.

The cabs are finished in dark green and yellow and very handsomely upholstered. They are a product of the factory of the E. R. Thomas Motor Company of Buffalo. They can be used open or closed and will seat five passengers besides the driver. It will make no difference with the taxicabs whether they carry one or four passengers, the charges for the vehicle being the same. For the first half mile the car costs 30 cents—10 cents is added for each half mile thereafter, and 10 cents for each six minutes of waiting.

The new Taxi Motor Company will have its sub-stations at all of the popular hotels, clubs, cafes and both railroad stations.

His Name, Please?

Who is the man in the trade to whom reference was made by Mayor Adam of Buffalo in his speech of welcome to the Good Roads delegates on Monday? He said:

"It is not more than a week that I got

my first number from the State department. It was 57,428. Since then the postal department of the United States has been kept busy delivering circulars and catalogues of accessories. One circular read something like this: 'We shall not print and distribute a catalogue this year. It cost seven and one half per cent. of our sales to do it last year, but if you see anything in any other firm's catalogue we will supply it at the same price and allow you seven and one-half per cent. discount. We have all the catalogues on file.'"

Death of Pliny Olds

LANSING, Mich., July 6.—Pliny F. Olds, father of Ransom E. Olds, the big automobile manufacturer of this city, died last week, aged 80 years. The widow, three sons and a daughter survive him.

Pliny Olds established a steam engine works in Lansing on a small scale in 1880, and gradually developed it into an industry which brought him good returns as well as giving him an important place in the business circles of Michigan. R. E. Olds began his business career in this establishment, perfecting the designs for his gasoline engines which have had such a powerful influence in bringing him the success and the wealth he has achieved in the automobile world.

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Published by AUTOMOBILE TOPICS (Incorp.)

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One Way of Converting the Farmer

No heavier or more telling blow for the cause of improved roads was ever struck than when local road officials in Pennsylvania were notified by the United States Government that rural free delivery of mail would be stopped unless something is done to improve the highways of that State. Action of this sort goes home. The farmer, who is served by the rural delivery, is directly affected by this order, and it comes in a way that makes it plain just why it was issued and what its effect will be.

Argument, if there is enough of it, and it is used with tact, will sometimes convert the farmer into a good roads advocate. But conversion by argument is slow work and frequently the best efforts are nullified by causes and circumstances beyond the control of the arguer. The farmer cannot rid himself of the deeply rooted conviction that good roads benefit first and primarily the urban resident. At best he will admit that he shares in the benefit. But in the case of the rural free delivery it is the farmer, and the farmer alone, who is affected and benefitted. The city man is not much interested in rural delivery, although he has to help pay for it, and it would not cause him any poignant anguish if the system were abolished in consequence of the neglect or refusal of the farmer to maintain the roads in some decent sort of repair. The farmer knows this, knows that it is up to him to provide decent roads, and now he is told very plainly that if he does not toe the

mark he will not only have to suffer the delays inevitable thereby, but will even have his cherished free delivery cut off entirely.

A blunt admonition of this kind is certain to spur the farmer on and make a good roads convert of him. The issue is plain and clear cut. It cannot possibly be obscured.

Boosting the Grafter's Game

No journal is quite as successful as the *Sun* in talking with a mixture of solemnity and silliness about things it is ignorant of to a colossal degree. No matter what the subject—whether it be the native disaffection to British rule in India or the precise extent of the enormity of President Roosevelt's conduct—the *Sun's* young men can write about it with the profundity that proceeds from the cocksureness of the mind utterly oblivious to its own emptiness.

About every so often the *Sun*, and by preference the *Evening Sun*, takes a fall out of the automobile. Such a time came last week, when it took upon itself the castigation of the Automobile Club of America—the offence of this body being its systematic warning of speed traps with which the roads around New York abound. The issuance of such warnings reveals, according to the *Sun*, a curious hiatus between precept and practice, between the professions of the club that it is law-abiding and this policy of restraining its members from breaking the law. It sees nothing laudible in this effort to prevent violations, and its eagle eye even perceives, by the process of inference, a covert—nay, a direct, invitation to let the law go hang where its myrmidons are not present to inflict punishment and take toll from the offenders. The descent of the club from the high plane of its professions to the depths achieved by its practices is horrible to contemplate.

As a matter of fact, the club is performing the part of a public benefactor. Legally it is quite within its rights in warning motorists of the existence of speed traps; it is doing gratuitously what we hire men at huge cost to do—to *prevent* violations. Ethically its action is equally impugnable. Whoever prevents, by moral suasion or otherwise, the commission of a crime or misdemeanor, is entitled to the thanks of the community. To condemn such action because more is not done is both puerile and illogical.

The truth is, however, that all this is academical and does not touch the real point at issue. The speed traps complained of are graft games pure and simple, and in no sense necessary or useful contrivances. They invariably represent a desire to take advantage of an unjust and unenforcible law and use it as an instrument for squeezing dollars from the pockets of unwilling victims. Interference with the work of extraction is resented, and in criticising the A. C. A. the *Sun* is merely playing into the hands of the grafters who operate the traps strictly for what there is in it.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 11)

A

Activity.—Work done in a unit of time.

Albany Garage.—110 W. 41st St., New York City. Chas. Joel, Prop. Est. 1908. Garage, 20 cars; repairing, supplies, renting.

Auto Time Saver Co.—Boston, Mass. Mfrs. tire repair kit.

B

Baldwin, John F.—Pres. International Automobile School — Engineering Co., 147 E. 40th St., New York City.

Bean Son Co.—Cleveland, O. Supplies.

Bearing, Divided.—A bearing in which the bush is divided into two (or sometimes more) parts, which can be adjusted to take up wear. See Bush.

Bearings, High-speed.—Bearings of which the length is four or five times their diameter are commonly used for very rapidly rotating shafts, and, in many cases, in dynamos especially, the entire bearing has some slight freedom of rotation about the axes at right angles to the shaft. This allows for slight errors in the alignment or a slight amount of deformation of the shaft itself which might otherwise have serious results at high speeds.

Bertelli & Co., R.—144 W. 39th St., New York City. (Zust). Est. 1906. R. Bertelli Pres.; C. Piva, V. Pres.; M. Sommi, Sec.; E. Baldwin, Treas. Garage, 15 cars. Repairing.

Bertilli, R.—Pres. R. Bertelli & Co., 144 W. 39th St., New York City.

C

Carpenter Auto Specialty Co.—1812 Prospect Ave., Cleveland, O. Mfrs. tire protector.

Cavitation.—The importance of the phenomenon of cavitation which is exhibited at high speeds of rotation in the operation of the screw propeller has

been long unsuspected. Nevertheless it appears to exceed that of all other causes of loss of efficiency. In fact, according as cavitation occurs, even partially, or does not occur at all, the power necessary to give a motor-boat a determinate maximum speed may vary from 3 to 2 or even from 2 to 1. If it occurred completely; no increase of power, however great it might be, would be able to increase the speed.

The distinguished constructing engineer Normand has thrown much light on this question in a recent communication to the Académie des Sciences.

The phenomenon of cavitation (or "stern suction," as it has been called) may be explained as follows: The speed of the water in the suction-pipe of a pump, such as a centrifugal one, cannot exceed a certain value depending especially upon the height of the suction. When such height is null, the theoretical maximum speed is that of the water which flows into the vacuum under the generating pressure of the atmosphere, say 46 feet per second. Such figure, however, is rarely attained, because of the inevitable loss of head. If the rotary speed increases beyond that by which the pressure of the water at the entrance of the pump is equal to the vacuum, a breakage of the suction column occurs and the power is expended in eddies.

In like manner, in a boat, the water rushes toward the screw by virtue of the atmospheric pressure increased by that due to the height of the load water line above the point of the screw considered.

The cylinder of water aspired, of a section equal to the surface of the circle circumscribed at the screw, remains entire and continuous so long as the absolute speed with which it is directed toward the screw that sucks it does not exceed a certain value. Beyond this, cavities form and the power is wasted in eddies and whirlpools.

Two differences, however, exist between the pump and the screw. In the first place, the suction channel of the latter is not closed, and then the acceleration given the water by the screw is not equal for all parts of the cylinder actuated. So, the mean speed of suction with which breakages occur is much more remote from the theoretical speed than in the pump.

It may be remarked, incidentally, that things take place very differently in a fan and in an aerial propeller, on account of the compressibility of the air.

The amount of motion communicated to the water by the screw measures the resistance of the boat. If the speed, which forms one of the factors of such amount of motion, is high enough to allow cavitation to occur, we are led to increase the other factor, that is, the liquid mass, which is proportional to the propulsive surface.

[The preceding considerations have led M. Normand to formulate this simple rule: The propulsive surface should be proportional to the product of the resistant surface by the speed, or, more accurately, of the quotient of the power by the square of the speed.

Chicago Wind Shield Co.—231 Johnson St., Chicago, Ill. Mfrs. windshields.

Cleveland Spark Plug Co.—940 Power Ave., Cleveland, O. Mfrs. spark plugs.

Comstock, Geo. S.—Mechanicsburg, Pa. Mfrs. air compressors.

Cordner & Flinn.—Broadway and 76th Street, New York City. (Acme.)

Crane, Wm. M.—Pres. Wm. Crane Co., 1131-33 Broadway, New York City.

Cross Clutch Co.—805 Bellevue Ave., Detroit, Mich. Mfrs. clutches.

Curtis Auto-Buffalo Co.—Olean, N. Y. Mfrs. auto-buffer.

D

Davis Co., J. P.—Dayton, O. Mfrs. automobile soap.

E

Edison Auto Accessories Co.—57th St. and Broadway, New York City. Mfrs. spark plugs.

Efficiency, Electric.—If the actual or brake horse-power of an electric motor be known, the efficiency of the motor may be easily found by the following formula: If E be the voltage of the circuit, and C the current in amperes con-

sumed by the motor, let $b. h. p.$ be the brake horse-power of the motor and e the efficiency of the latter, then

$$e = \frac{b. h. p. \times 746}{E \times C.}$$

Electric Welding Products Co.—Cleveland, O. Mfrs. valves.

Energy, Dissipation of.—The process by which the total amount of energy is continually diminished. For example, where fuel is burned to operate an engine, the rejected heat, or heat which is not converted into work, is permitted to escape; and although it may contribute to the raising of the temperature of the air, or of neighboring objects, it cannot be recovered and utilized. It has not been destroyed, but has ceased to be available. See Energy, Conservation of.

Excelsior Tire Co.—1777 Broadway, New York City. Mfrs. tires.

F

Fractional Pitch.—See Pitch, Fractional.

G

Geraghty, Jos.—Prop. Murray Hill Garage, 32 E. 40th St., New York City.

Glass Front Cleaner Mfg. Co.—55 Wabash Ave., Chicago, Ill. Mfrs. glass front cleaner.

Glazing.—An annoying condition which sometimes appears on the commutator or contact surfaces of the brushes of small dynamos. From the brushes it may be removed by winding a piece of very fine sand-paper, sand side up, around the commutator and then revolving the spindle until the brush ends are perfectly scoured. From the commutator it may be removed by rubbing the surface with very fine sand-paper.

Governor, Pendulum.—Another term for the ordinary ball governor. The hinged rods carrying the balls are sometimes called "pendulums."

Gradient Potential.—The ratio between the difference of potential at two points in a conductor to the distance between the points measured along the conductor.

Granular Iron.—See Iron, Granular.

Gregory, Lawrence.—Sec. and Treas. International Automobile School & Engineering Co., 147 E. 40th St., New York City.

Gumming.—The condition of an oil which has become thick through the absorption of the oxygen of the air. In animal and vegetable oils it is present in various degrees, but in mineral oil it does not occur. A crude method of determining simultaneously the gumming tendency and the body or viscosity of oils is to place a few drops of the oil to be tested at the top of an inclined plane and note the time occupied and distance traveled by each drop before its progress is arrested by the thickening of the oil. Rapid oxidation leads to self-ignition, and mineral oils which do not oxidize refuse to ignite spontaneously on cotton waste.

H

Hagstrom Bros. Mfg. Co.—Lindsborg, Kan. Mfrs. tire sleeves.

Heninger, W. E.—Sec. and Treas. Chelsea Auto Steerage Co., 516 W. 37th St., New York City.

High-speed Bearings.—See Bearings, High-speed.

Holmes, D. D.—Ass't. Mgr. Allenhurst Garage & Auto Station, 135 W. 37th St., New York City.

I

Ideal Switch Co., Inc.—Plainville, Conn. Mfrs. auto switches.

International Automobile School & Engineering Co.—147 E. 40th St., New York City. Est. 1907. Cap. \$50,000. John F. Baldwin, Pres.; Lawrence Gregory, Sec. and Treas. Instruction, repairing, renting. Garage, 12 cars. 2nd hand dealers.

Iron, Granular.—Iron of which the fractured surface shows a regular granular structure. This denotes a good quality of metal.

J

Jacobson Bros.—Bergen St., and 14th Ave., Newark, N. J. Mfrs. folding wind shields.

Joel, Chas.—Prop. Albany Garage, 110 W. 41st St., New York City.

L

Lazy-back.—A car seat having a high or reclining back.

Load, Static.—The dead weight of the body and frame of a vehicle, together with that of the passengers and other freight estimated when at rest.

M

Mavity-Sleeper Co.—Fowler, Ind. Mfrs. magnetos.

N

Naylor & Bingham.—416 Commerce St., Philadelphia, Pa. Mfrs. spark plugs.

Nonpareil Brass Co.—287 Dyer St., Providence, R. I. Mfrs. wind-shields.

P

Palladini, E.—Treas. R. Bertelli & Co., 144 W. 39th St., New York City.

Petre Carburetter Co.—Cleveland, O. Mfrs. carburetters.

Piston-Speed, Limitation.—The rotary speed of an internal combustion motor is limited by the fact that the speed of the piston must be considerably less than the rate of combustion of the mixture, in order that the motor may develop energy. The practical limit of piston speed is said to be between fourteen and sixteen feet per second.

Pitch, Fractional.—A screw is said to have a fractional pitch when the number of threads per inch is not a simple multiple or sub-multiple of the number of threads per inch on the leading screw of the lathe on which it is cut.

Piva, C.—V. Pres. R. Bertelli & Co., 144 W. 39th St., New York City.

Puffing.—If a puffing noise, which keeps time with the exhaust of the motor, but in nowise affects the latter's running, occurs, either the connection between the motor and main exhaust-pipe has become loose, or there is a crack in the pipe. If the exhaust-pipe is tight, one of the branch exhaust connections to the motor may be loose.

R

Radio Battery Co.—433 W. 42nd St., New York City. Thos. S. Witherbee, Mgr.. Mfrs. storage batteries.

Rumble.—A raised seat at the back of a vehicle.

S

Sommi, M.—Sec. R. Bertelli & Co., 144 W. 39th St., New York City.

Speed, Gasolene-motor.—In internal combustion motors, the combustion products diminish in about the ratio of the increase of speed. The pressure and temperature at the admission and exhaust are variable, and depend upon the

speed and average temperature of the wall of the cylinder. The compression pressure diminishes in proportion to the increase of speed, on account of the decreased volume of the mixture at higher speeds. Were it not for this, the power of a motor of a certain bore and stroke would increase in the same proportion as the speed. If the valves of an automobile motor are well designed, nearly the full volume of gas should be taken in at higher speeds, and the compression will actually improve at such speeds because of the decreased time for leakage round the piston-rings. This has a tendency to improve the fuel economy of the motor.

Speed, Piston.—See Piston-speed.

Standard Tire Protector Co.—Saginaw, Mich. Mfrs. tire protectors.

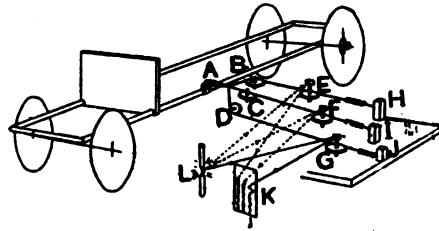
T

Terhune, Chas. F.—V. Pres. Wm. M. Crane Co., 1131-33 Broadway, New York City.

Thief Proof Auto Lock Co.—208 S. Illinois St., Indianapolis, Ind. Mfrs. auto lock.

V

Vibrations, Study of.—The accompanying figure illustrates an ingenious apparatus, by means of which may be separately studied the longitudinal, transverse and vertical components of vibrations. At the point at which it is desired to know the oscillatory motions there is firmly fixed a piece, A. Three guide-pulleys, B, C and D, are so ar-



ranged that a wire starting from A and running horizontally covers the rear and passes over B, that another has a horizontal direction at right angles with the first and runs toward C, and a third hangs vertically from A to D.

Each of these wires, which is as inextensible as possible, runs afterward to one of the three pulleys, E, F, G, around which it passes, and then continues to a fixed point, H, I, J, to which it is attached. Between the pulley and the fixed point, moreover, is interposed a tension spring to keep the wire sufficiently taut. It will be seen that every slight motion of the point A will cause slight angular oscillations in the three pulleys corresponding to the displacement of A, according to the three directions. For examining such oscillations there is mounted upon each pulley a small mirror that reflects the light of an arc lamp to a photographic plate that is allowed to pull vertically so as to displace the point of contact of the luminous ray.

W

Warner, Geo. H.—Sec. and Treas. Wm. M. Crane Co., 1131-33 Broadway, New York City.

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News Notes

Benjamin Briscoe, president of the Maxwell-Briscoe Motor Company, has just returned from Pawtucket, R. I., where the little Maxwell runabouts are manufactured. He states that the experience of this season shows the correctness of his prediction made a year ago, that the automobile business is in a fair way to become more and more an all-the-year-round business.

There always has been a period, usually extending from August or September to February of the ensuing year, in which there was little selling. The reason for this falling off of business during this part of the year was not altogether due to weather conditions which somewhat curtailed automobiling, but had to be found to a considerable extent in the new-model idea of some manufacturer. Fortunately for the industry, as well as for the motorists, this tendency is fast dying out, which is no doubt due to the increasing standardization of the American car. A few years ago manufacturers would have considered the proposition to sell one model for two successive years without apprehension. To-day the same thing has come to be regarded as a proof of quality.

As far as the Maxwell-Briscoe Motor Company is concerned, there has been little changing ever since Maxwell automobiles were made, and these changes have been those of details, not of principle. There seems to be no doubt in Mr. Briscoe's mind that very soon automobile factories will be in full operation all the year round, unhampered by the drawbacks of everlasting changes.

It is seldom that a car wins the first race in which it is entered. The Palmer-Singer Six Sixty, a new six-cylinder model just from the factory, made a remarkable showing at the Wildwood, N. J., race meet on July 4, not only winning the third event in commanding style, but developing so much power that its driver, Frank Lescault, who had never had an opportunity of trying out the car, says that he was eager to match it against the 120 hp. Fiat which was entered in the big events of the day. The Palmer-Singer Six Sixty was only two days from the factory, and in view of the necessarily stiffness of its machinery its performance, while in itself remarkable, is really no indication of the speed which this car possesses.

Dr. William R. Bross, of the Medical Board of the Equitable Assurance Society, has taken delivery of a four-cylinder Acme car, which he bought to present to his son on the occasion of the latter's birthday. It is Dr. Bross' intention to use the car for running back and forth from the family home at Babylon, L. I., and for some touring during the summer.



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A plug that will spark in water will spark under any conditions found in a gasoline engine cylinder, for soot, oil, carbon, or their combinations, can not be compared with water as a short circuiting matter. Facts and actual tests prove this.



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217-9 High St., Newark, N. J.

That the Studebaker cars which are carrying a number of delegates of the National Democratic Convention at Denver are doing splendid work is shown by the following telegram which was sent to Manager C. F. Redden, of the New York branch, by the chairman of the Illinois delegation, dated at North Platte, Neb.;

"Arrive to o'clock after a run of nearly 200 miles. Big reception here, including fireworks, on arrival. Will run to Julesburg for lunch tomorrow. They have to make Denver via Cheyenne to find roads open. Cars are acting beautifully.

INCORPORATIONS

St. Louis, Mo.—Eureka Motor Buggy Manufacturing Co., with \$50,000 capital. Incorporators: Dr. J. H. Cadwallader, Mrs. J. H. Cadwallader, Mrs. J. M. Bull, Dr. B. A. Wilkes, C. C. Allen, Charles Zimmerman and John Woodburn.

Dover, Del.—Hydro-Carbon Converter Co., with \$100,000 capital. Incorporators: William C. Eakins, Thomas J. Maloney and Edmund E. Eldredge.

Jersey City, N. J.—Malaysian Rubber Co., with \$3,000,000 capital. Incorporators: W. M. Smith, A. W. Riley and Clarence E. Starrett.

Helena, Mont.—Swendeman Auto Co., with \$6,000 capital. Incorporators: W. L. Swendeman, M. C. Swendeman, S. T. H. Hill, G. H. Hill and J. P. Porter.

Chicago, Ill.—North Automobile Co., with \$2,500 capital. Incorporators: A. B. Pease, L. Pierson and George A. Miller.

SECOND HAND CARS AT LOW PRICES

The following standard cars have been left with us by customers to be sold at low CASH FIGURES:

- 1906 Pope Toledo, type 12, in perfect order; top, glass front and full equipment; \$600 for prompt cash.
- 40 H. P. Panhard Chassis, suitable for delivery truck; cheap for cash.
- 2 Rainier Cars in first-class condition—one of them a 1908 car, costing with extras in April, \$5,000.
- Garford Electric Ton Truck—a bargain.
- 2 New Babcock Electrics, 1907—low prices.
- Also 2 1907 Stearns Cars, left by customers who have bought the 1908 model.

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1908 Model D, 50 H. P.
New Factory, SAGINAW, MICH.
COMPLETE CATALOGUE NOW READY
RAINIER MOTOR CAR COMPANY
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STANDARD OF
THE WORLD
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Amesbury, Mass.

Automobile Calendar

- July 11.—Hill-climbing Contest on Depot Lane Hill, N. Y., under direction of Riverside Motor Club.
- July 11-15.—First Annual Wisconsin Trophy Tour of the Milwaukee Automobile Club.
- July 12-19-26.—Competition of flying machines at Spa.
- July 14.—Paris to London, Aerial Race.
- July 13-17.—International Race Week, Automobile Club of Ostend, Ostend, Belgium.
- July 15.—Race Meet at Hamline track, St. Paul, under auspices of St. Paul Automobile Club.
- July 17.—Contest of the Automobile Club of the North for the Franchomme Cup.
- July 18.—Motorboat Race from Marblehead, Mass., to New Rochelle, N. Y.
- July 19.—Competition of spherical balloons at Brussels.
- July 23.—Mont Pilat Race, Automobile Club of Rhone.
- August ...—Coupe de la Presse, by Automobile Club of France.
- August 1.—British International Trophy Motorboat Contest in Huntington Harbor, L. I.
- August 1-10.—Motor-Boat Week of Ostende, Ostende Yacht Club.
- August 9-16.—Motor-Boat Race from Paris to the Sea.
- August 12.—Ardennes Circuit Races and Coupe de Liedederke, Automobile Club of Belgium.
- August 20-22.—Power boat races at Alexandria Bay for the Gold Challenge Cup.



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MICA TYPE

Will stand more soot, oil and water than any other plug

Energetic Ignition
Greater Power

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HAYNES

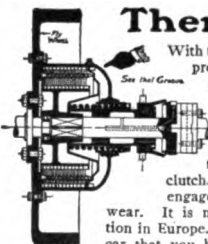
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Oldest Automobile Manufacturers in America *Members A. L. A. M.*

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There is a Reason



With the same radius, frictional area and spring pressure, the **HELO-SHAW Clutch** is **three times as powerful** as any flat plate clutch made. Therefore, with the same radius and frictional area and **one-third the spring pressure**, the Helo-Shaw Clutch will transmit as much power as any flat plate clutch. Hence, it is more flexible, softer in engagement, less liable to heat, less subject to wear. It is no experiment—there are 12,000 in operation in Europe. Specify the Helo-Shaw Clutch for the car that you buy. It can be easily fitted. Your dealer will readily comply this year to make the sale. *Write for particulars.*

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USE
DOW TUBES
AND
KEEP GOING

DO NOT DEFLATE
WHEN PUNCTURED

DOW TIRE CO., 2,000 Broadway, New York

Mention "Automobile Topics" when writing.

Watch the official weather reports

Partly cloudy to-night; Wednesday showers. East to southeast winds, mostly light to fresh.

Washington, D. C., June 23, 1908.

EASTERN NEW YORK: Local showers this afternoon or to-night, except fair in extreme south portion: Wednesday partly cloudy, probably showers in west portion; variable winds.

EASTERN PENNSYLVANIA: Continued warm and generally fair weather to-night and Wednesday, except possibly local showers, this afternoon; winds in north portion: variable winds.

for Weed Weather!! Whenever it rains Weed Chains are necessary. When attached to your tires Weeds hold your road wheels in mud or sand and positively prevent skidding on slippery, slimy streets. They prevent lost traction and reduces gasoline consumption. *Write for Bulletin.*

WEED CHAIN TIRE GRIP COMPANY, 32 Moore St., New York

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Time and again they have proved their superiority over all other magnetos, and stand to-day as the highest type of ignition obtainable

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PENNSYLVANIA CLINCHER TIRES

Our book, "Factory Facts," tells how we make good tires—how tires must be made to be as good as ours.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

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As the largest dealers in the world, always carry over 250 slightly used automobiles, we offer exceptional bargains. Our mammoth garage occupies 30,000 feet of floor space.

Runabouts, \$150 to \$600; Tonnesaus, \$200 to \$5,000

With no charge for storage and but 5 per cent. commission for selling, we have the pick of all desirable cars. If we haven't the car you want we can get it for you, and at a price much less than you would pay elsewhere. Frequently we have at one time a dozen or more autos on which owners eager to sell ask bids.

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August 29-30.—Mont Ventoux Hill Climb.

September 1-8.—French Voiturette Contest, under auspices of L'Auto.

September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

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in Service, in Durability—THE BEST

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T. S. WITHERBEE, Gen. Mgr. Agents Wanted for Unoccupied Territory

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

December ...—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

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since its start, seven years ago, is still running in the hands of its purchaser. That is one reason why it is called

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DIXON'S MOTOR GRAPHITE

Especially prepared flake graphite for motor lubrication. Increases H. P., saves wear, cuts mileage cost. Get booklet 11 G and sample.

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1907

The figures showed when the tour was over, and our announcement read :

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FOR TIRES IN

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Take \$65 as an average price for used tires of different sizes—

33 cars with Diamond tires used 14 extras, value, at \$65—\$910.

Average per Car, \$27.57

39 cars with other makes used 81 extra tires, value, at \$65—\$5,265.

Average per Car, \$135

1908

THE COST PER CAR

WATCH

15 of the 34 actual entries use Diamond tires. Five other makes divide the remaining 19. Of the non-contesting cars more than one-third have Diamond equipment.

THE DIAMOND RUBBER CO., Akron, Ohio

Studebaker

RECORD FOR JUNE

Perfect Score In the 24-hour Endurance Contest at San Leandro, Cal., under the auspices of the Frisco Automobile Club, a Studebaker "30" Model H stock car finished with a perfect score, *and was the only contestant to run the entire 24 hours without stopping its motor.*

Perfect Score In the Wilmington, Delaware, Sealed Bonnet Contest, held June 27th, a Studebaker "30" entered, finished with a perfect score.

Perfect Score In the Stroudsburg, Pennsylvania, Endurance Run, June 27th, the Studebaker "30" finished with a perfect score.

Studebaker Wins In the Hundred Mile Road Race at Portland, Oregon, June 4th, over a 14.6 mile course, the two Studebaker cars entered won first and second place in competition with ten other cars. The winning Studebaker covered the 100 miles in 2 hrs. 4 min. 8 sec.

Studebaker Wins June 27th, in the Hill Climb at Delaware Water Gap, Pennsylvania, the Studebaker made the mile climb in 2 min. and 2 sec., winning the event.

Complete map of the Glidden Tour just out. Write for it today

STUDEBAKER AUTOMOBILE CO.

General Office: Cleveland, Ohio. Main Factory at South Bend, Ind.

\$2,500 CHALLENGE!

The "Maxwell"

Challenges the Glidden Tour Winner for an Endurance Run from New York to San Francisco

THE WHY—We have been enthusiastic supporters of the Glidden Tour. In the first one our \$1,450 car tied the winner, a \$3,000 car. In the second, a Maxwell won the Deming Trophy. Again, a Maxwell runabout was the only one of all pilot cars to complete the tour. One identical Maxwell competed in every Glidden Tour and is still running as good as ever. We competed in these Tours

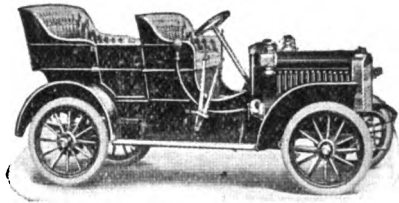
BECAUSE they gave a chance to show publicly that Maxwell cars are superior in many ways to high-priced automobiles.

INFLUENCED by a spirit of trade jealousy of the Maxwell and its many triumphs over them, the Glidden-Tour Rules have been so modified as to let the high-priced cars down easy if they lose.

HOW RIDICULOUS to expect us to enter a contest in which the losing high-priced car can minimise or excuse defeat by pointing to a schedule which made its running time 30 to 45 minutes faster a day.

IT IS

Not an experiment
Not an assembled car
Not a slavish copy of foreign design



BUT

A genuine American for American roads and American touring conditions

The Maxwell Challenger—Model D 4-Cylinder—24-30 H.P.—Price: \$1,750

Three-point suspension, multiple-disc clutch, unit construction, thermo-syphon cooling are original in the Maxwell

All others who use them pay the Maxwell the sincere compliment of imitation

10,116 MAXWELL OWNERS testify that they have as good a car at \$825, \$1,450, or \$1,750 as they would possess had they paid at least twice the Maxwell's price.

WE ARE WILLING TO PROVE IT hence we challenge the winner of the Glidden Tour to an endurance run from New York to San Francisco, under Glidden Tour Rules of 1907, which put us on equal terms with the highest-priced and most powerful touring cars made. Winner to dispose of \$5,000 purse.

MAXWELL-BRISCOE MOTOR CO.

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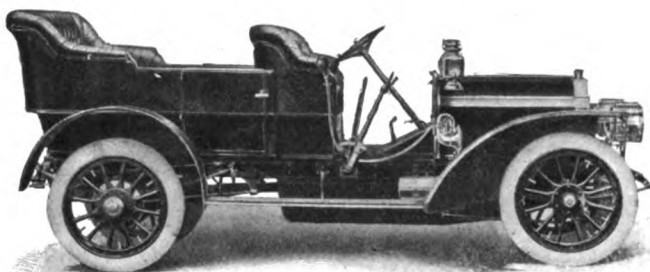
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We have contributed our share of these ideas. We do not claim credit for the "TYPE," but we do claim to be the first to recognise its existence and the desirability of adhering to it.

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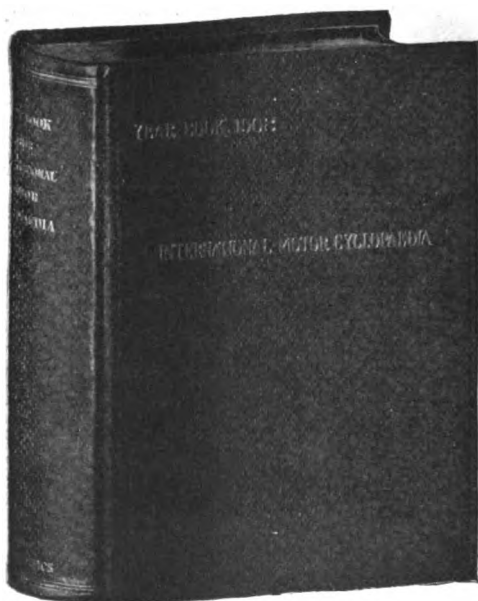
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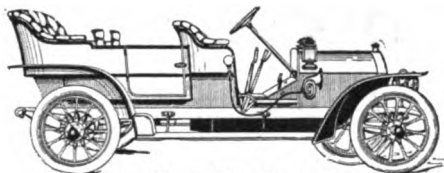
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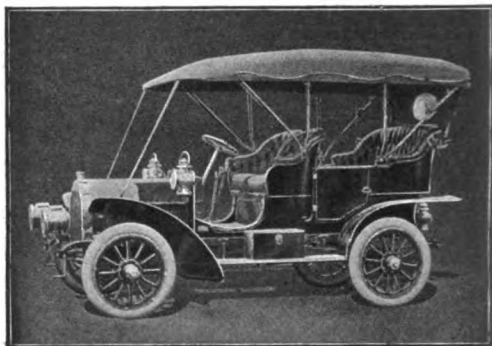
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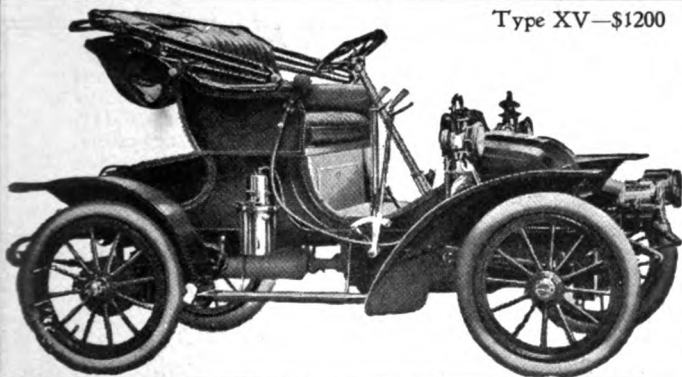
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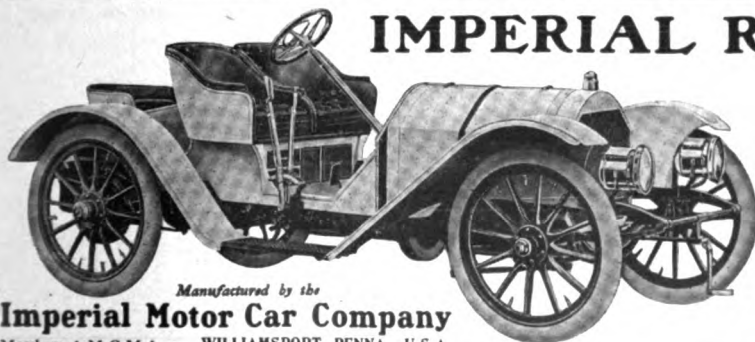
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NEW YORK, JULY 18, 1908.

No. 15.

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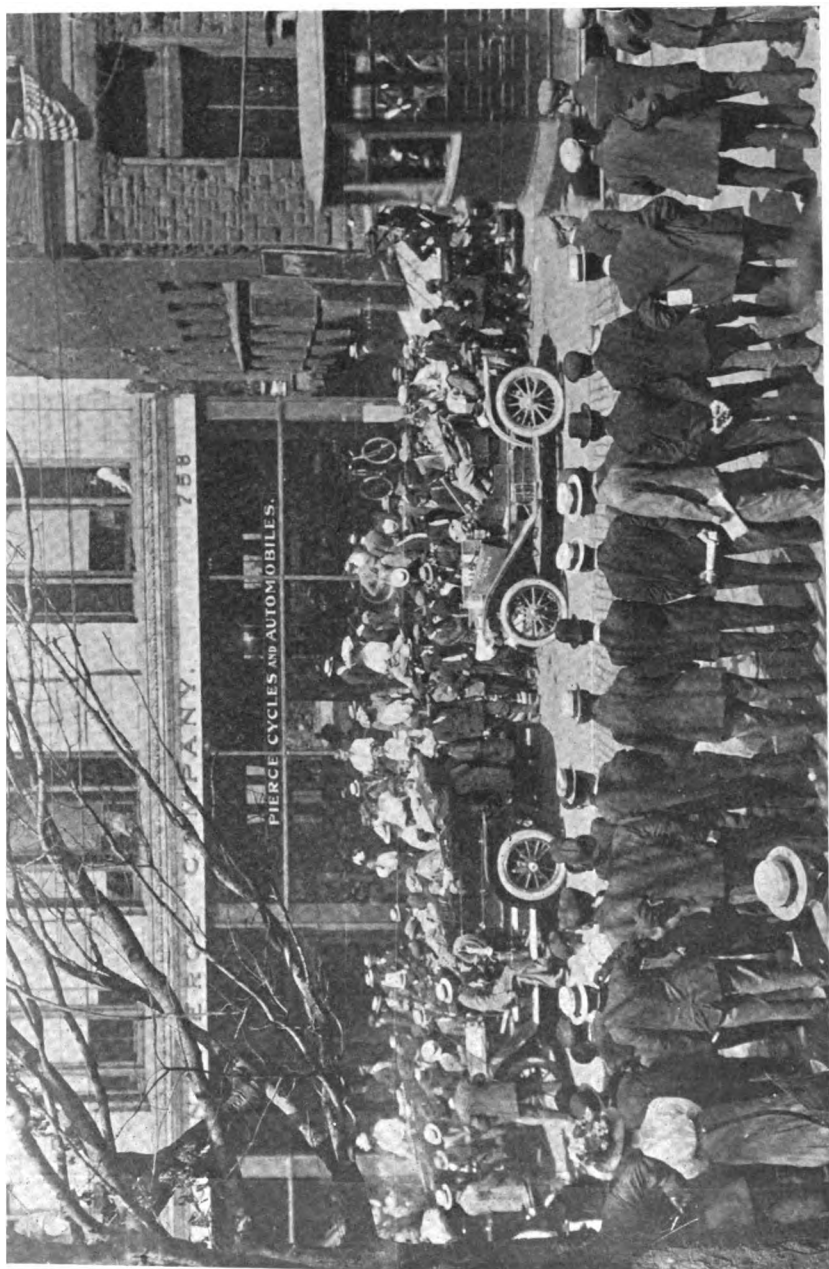
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Automobile Topics

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THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

Vol. XVI.

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T O P I C S Long after the failings and shortcomings of the present and past administration of the American Automobile Association are forgotten the most conspicuous success of the present executive will be remembered and the good it will do in this and succeeding years will impress itself upon motorists everywhere. We refer to the Good Roads Convention held in Buffalo last week. The brilliance as well as the solidity of this achievement lies in its uniqueness. There have been good roads conventions before, and they have come and gone, leaving only a moderate impression on the public mind and bringing about only a minimum amount of real, concrete results. But in last weeks gathering the Farmer came to the front and joined hands with the motorist in demanding better roads. He did more than this. He formed an alliance with the motorist, the object of which is to secure the passage of a uniform automobile law and the abolition of the present unjust and inequitable statutes. Perhaps the Farmer himself does not know just how far he wants to go or is committed in the matter of this alliance, but his understanding will come later and can be safely left to time.

The significance of this alliance is to be found in the existence of two facts which are just beginning to be acknowledged as such: First, the Farmer will be the chief beneficiary of the improved roads of the immediate future; and, second, this same Farmer is to be the biggest user of automobiles in that same not far distant future. Incidental to these certainties is the knowledge that with good roads and buggy automobiles the Farm will be a much more inviting place than it is even to-day. The Farmer's Daughter and the Farmer's Son will remain at home, not because they can't get away, but because with the improved roads and the buggy automobile, in addition to the rural free delivery, the improved appliances for farming, the nearer and better market for farm products, will come Contentment. It is the narrowness and monotony of farm life that has enabled the city to seduce the young people and bring them into the crowded cities, and just as soon as farm life gains in breadth and offers the variety that is so eagerly craved it will exert its charm and stop the drain that has been going on for a century.

Election Day is not very far off. Motorphobic legislators may find it a day of reckoning. When they realize that motorists have votes and are not averse to using them intelligently they will be a little more careful about passing iniquitous and oppressive laws.

"If the American Automobile Association had participated with voice and vote in the International Congress there would be no question at all that it would accept the regulations adopted by the majority." So says A. G. Batchelder, "Director of the American Automobile Association, a member of the Racing Board of that organization and of the Vanderbilt Cup Commission and member of the Automobile Club of America," as he signs himself in a letter in *Les Sports*. If this is to be believed the consideration shown to American manufacturers in the framing of the rules for the Vanderbilt Cup race would have been conspicuous by its absence if the A. A. A. had had a voice and vote in the Congress. In short, pride and pique were the chief factors in deciding the matter. What richness!

Why is it that motorists turn so much to statistics? From California comes the story of one who, noticing that the road over which he was driving contained a great many turns, began to count them. He found that in one particular mile there were forty-two turns. Now comes a statistician with the A. A. A. touring party who records that there are 842 water breakers between Bedford Springs and Harrisburg. Is there something in the rapid and frequently uneventful progress of the motorist that leads him to take note of turns, water breakers, toll-gates and even dogs and chickens?

A case of the lion and the lamb lying down together is reported by our Indianapolis correspondent. He records that the motorists of Shelbyville, Ind., "pleased with the treatment received at the hands of the lawyers and courts," recently placed their automobiles and drivers at the disposal of the Shelby County Bar Association, court and county officials. A run was made to Flatrock Cave, where a picnic was held.

"Bradley's Trap" has been closed and Trapper Bradley has been called off. The Westchester (N. Y.) Good Roads Association has been engaged in trying to put an end to Bradley's activity, and this week success crowned its efforts. This was due chiefly to their action in going before the Town Board and calling attention to the fact that the fame of Bradley's Trap had spread far and near, and as a result was driving automobilists from the county. That did the business.

It is refreshing to read the charge of an English judge in the case for damages brought before him. A chauffeur borrowed his employer's car to give some friends a ride. He collided with a watering cart and was killed. His wife brought suit, claiming that her husband was testing the car for the owner. Judge Woodfall, in dismissing the action, with costs, said: "A greater abuse of this benevolent Act I have never experienced. The man took his friends out for his and their pleasure, and yet it has been gravely argued that it was a test of the car in his master's interest. It almost excites one's indignation." His Honor added that he wished he had power to make the person responsible for bringing the action pay the costs out of his own pocket.

Wholly admirable, a model for similar organizations, is this statement taken from a pamphlet issued by the Automobile Club of Toledo: "The real reason for this club's existence is the work it is doing for the benefit of every user of a motor car in this vicinity, all of whom should certainly be interested in having the roads of the county properly maintained and marked by legible signs, in having a place where maps can be consulted and touring information secured, in the existence of a strong organization willing to endeavor to defeat any unfair legislation or local ordinances that may be introduced, and to work for the enactment of more liberal, up-to-date laws." Some gray matter went into the building of that platform.

Wisconsin motorists want a State law making it a penitentiary offence to willfully place obstructions on the highways. This practice has grown to be a common one, the obstructions varying from barbed wire strung across the road to tree stumps covered with hay placed where they will do the most good—or harm. Motor-phobes have even gone so far as to stone parties of automobilists, and in one case a woman motorist was struck and severely injured.

As a rule there is more talk about good roads than anything else. Deeds are what count, and one of the reasons why the area of improved roads is so much smaller than the total road mileage is because there are so few deeds. Governor Gillette, of California, dwelt upon this excess of talk in an address at the recent good roads convention at Stockholm, when he said: "In my inaugural address I strongly advocated good roads. My opinion has not changed. If we merely talk and resolve we will accomplish nothing. We must decide upon a practical plan and get into harness and see that the plan is put into action and carried to successful completion. There are many rich counties in the State which can well afford to improve their highways."

A motor boat delivery service has been established by an Indianapolis paper. Several hundred summer cottages on White River will now, for the first time, be served with daily papers.

Insurance against rain was a happy thought that occurred to the men promoting the recent race meet at Elkwood Park, N. J., on July 4. By paying nearly 25 per cent. premium, a policy was taken out with the London Lloyds, under the terms of which the Elkwood Park Association was to receive a money compensation in case of rain. It was stipulated that if one-sixteenth of an inch of rain fell before the start of the races the association was to be indemnified to the extent of \$6,300 to cover the expenses of the meet preparations, and this amount was promptly paid over.

Swampscott, a resort just outside of Boston, which is a much more attractive place than its name would indicate, has a sensible chief of police. He has arrived at the conclusion that automobile traps are antiquated and practically useless. He will now try circulars. When an automobile is seen going at a speed that is thought to be greater than the law allows, its number will be taken. The automobile register will be consulted, and the next day the owner will receive a notice. Thus speaks the man who wants to have fewer violations of the law, not to encourage them and get his rake-off of graft.

No Change in the Vanderbilt Cup Rules

The American Automobile Association has definitely decided to stand pat on the 1908 Vanderbilt Cup rules, a decision which was generally expected to be reached. A statement given out by Judge Hotchkiss, President of the A. A. A., dated July 15, contains this information and states in detail the proceedings which led up to it. The statement follows:

"In response to a suggestion made in Paris to the Foreign Affairs Committee of the American Automobile Association, that the action of the foreign clubs in refusing to sanction the Vanderbilt Cup race this year would be rescinded if the Racing Board of the A. A. A. would hold such race under the so-called Ostend Rules, a meeting of the Central Conference Committee, representing the American manufacturing bodies and the American Automobile Association, was held in Buffalo yesterday. Among others who attended, including representatives of the N. A. A. M. and A. M. C. M. A., were President William H. Hotchkiss and Secretary Frederick H. Elliott, of the American Automobile Association; President Thomas Henderson and General Manager S. A. Miles, of the National Association of Automobile Manufacturers; Mr. E. R. Thomas, and Chairman J. D. Thompson and Mr. A. R. Pardington, of the A. A. A. Racing Board.

The manufacturers were also represented by Messrs. S. D. Waldon and R. D. Chapin, of Detroit.

After a full discussion of the situation, both domestic and foreign, it was unanimously decided that, so far as the Vanderbilt Cup race of this year is concerned, the same should be held under the rules previously announced by the Racing Board of the A. A. A.

In the opinion of those present, any other action at this time would be unfair to the American manufacturers, particularly in that it would now be impossible for them to build cars which conform to the Ostend Rules; and also, in that there is no assurance that the foreign bodies will continue to observe the Ostend Rules next year. Subsequently when the report of the Buffalo proceedings was shown to Alfred Reeves, General Manager of the

A. M. C. M. A., he unreservedly approved of all that had been done. Mr. Reeves is just recovering from a hospital operation and was unable to be at Buffalo.

The hope was expressed, however, that when a proper representation on the committee which shall frame the future racing rules for international contests is given to the American Automobile Association as the national governing body in the United States and as representing more motor users than all of the foreign clubs combined, as well as an industry which turns out more cars annually than any other country, it would be possible to arrive at a formula equally satisfactory on both sides of the ocean, and thus to hold future international events under such formula.

In this connection it may be stated that besides having promises of at least ten representative American entries, the Racing Board already is assured of the entry of four representative foreign cars, namely, a Mercedes and a Benz, which stood, respectively, first and second in the French race last week, and a Hotchkiss and a Renault, thus giving, even at this early date, the Vanderbilt Cup race its old-time international flavor.

The course has been selected; will be approximately 25 miles long, and is stated by those who are familiar with it to be the fastest in the world, including, as it will, the completed section of the Long Island Motor Parkway and the State and county roads of Nassau County, within an hour's ride from New York.

Thomas Car Delayed at Vaitka

The Thomas car that is leading in the New York-Paris race is at Viatka, Russia, where it has been for five days held up by the breaking of the teeth of the driving gear, which was repaired at Omsk. The crew has been anxiously awaiting meantime word of the missing Protos car, which has been expected to pass any day. At 9 o'clock on the morning of July 15 no word has been heard of the German competitor. Sheuster is at Tazan, 200 miles away seeking a new driving gear that is somewhere along the line of the Trans-Siberian Railroad.

To Test Validity of New Jersey Law

Believing that the Frelinghuysen law is unconstitutional, various New Jersey motoring organizations are going to test it in the courts. Former Governor John W. Griggs has been engaged as chief counsel, and Charles Thaddeus Terry, who is counsel for the National Association of Automobile Manufacturers and chairman of the A. A. A. legislative board, will be associated with him in the suit that will soon be brought to test the constitutionality of the law.

The fight will be made under the joint auspices of the Associated Automobile Clubs of New Jersey, the State organization of motorists, and the New Jersey Automobile Trade Association, in which are included practically all of the automobile agents, tire and accessory dealers and garage keepers of the State. The New Jersey Automobile and Motor

Club of Newark, which has more than 1,100 members, will help fight the case, having passed a resolution appropriating funds for this purpose some time ago. It is Mr. Griggs's opinion that the present New Jersey motor vehicle law is unconstitutional and he believes it will be set aside by the United States courts. W. C. Crosby, vice-president of the Associated Automobile Clubs of New Jersey and chairman of the New Jersey Automobile and Motor Club's legislative committee, who has been very active in the movement to have the law tested, has been attending the good roads convention at Buffalo with Joseph H. Wood, former president of the Newark club, and a meeting of the State body will be called to discuss the campaign soon after they return from Buffalo.

Plan Big Road Race for New Jersey

Plans are being quietly laid to hold a big road race in New Jersey early next fall—probably in September. The contest as proposed will be a stock car event for machines of the Briarcliff type. The distance will be 300 miles or thereabouts.

The sensational feature of the event is in the course proposed. This is along the famous Ocean Drive from Seabright to Allenhurst, through Monmouth Beach, Long Branch, Elberon and Deal, with a return via Norwood Avenue to Long Branch; thence to Eatontown, Shrewsbury and Red Bank and back to Seabright by the beautiful Rumson road. The length of this circuit is about 27 miles, and the roads throughout are like park drives, with scarcely a grade at any point.

In New Jersey, with its rigorous automobile laws, the obtaining of such a circuit for an automobile race would

seem to be out of the question until the influence of some of the gentlemen interested in the project is understood. It is said that most of the officers of the Elkwood Park Automobile Association are back of the proposed great seacoast stock car race. If that be a fact the obtaining of the circuit named and the success of the race over it seem assured.

Special Constables for Jersey Constables

Eight special constables have been appointed by the Board of Freeholders of Atlantic county to prevent speeding on the roads of that New Jersey county. The men are to have charge of certain districts and will patrol roads that are popular with automobilists going to Atlantic City. The men are working under the direction of the Road Committee of the Freeholders, and the motorists are inclined to approve of the new plan.

A. C. A. Says the A. A. A. Was Notified

One of the reasons assigned for the refusal of the American Automobile Association to accept the ruling of the Ostend Congress regarding racing cars for the Vanderbilt Cup race was the alleged fact that no notification of the adoption of this rule had been given to the A. A. A. By inference the impression was given that the A. A. A. knew nothing of this rule, and some of its defenders seemed very much hurt because it had not been conveyed to the A. A. A. through official channels.

Up to the present time this version of the matter has been generally accepted, so far as the absence of notification is concerned. But this week the Automobile Club of America exploded a bombshell by giving out to the press a statement in which is embodied the correspondence which passed between the A. C. A. and the A. A. A., and containing the formal knowledge by the latter body, through its secretary, of the very notification which it was asserted had never been received.

The entire matter is review by the Automobile Club of America, which gives its version of the cause of the war between the two organizations. The statement in full is as follows:

The Executive Committee of the Automobile Club of America makes the following statement of the reasons for the organization of the Grand Prize race to be run at Savannah, Ga., on Thanksgiving Day, November 26, 1908, which would not have been organized if the American Automobile Association had seen fit to make the rules for the Vanderbilt Cup race accord with the internationally accepted conditions:

The delegates of the leading automobile clubs of the world, constituting the International Association of Recognized Automobile Clubs, meet in congress each year to discuss automobile questions and to decide, based upon the accumulated experience of the nations, upon the most practical formula on which racing cars for in-

ternational contests shall be built. By agreement between the automobile clubs of the world, all international races are run under the formula adopted. In this Congress America has always been, and will continue to be, represented by the Automobile Club of America.

This decision was reached at a meeting of the Congress at Dieppe on July 6, 1908, at which meeting, through Judge E. H. Gary, president of the Automobile Club of America, President Roosevelt sent his greeting to the International Automobile Congress. At this meeting an unsuccessful attempt was made by the American Automobile Association to supplant the Automobile Club of America as the representative automobile body in America in the world's council of automobile clubs. This action of the International Congress was taken with a full and complete understanding of the situation in America, and continues in the Automobile Club of America for all time the control of international automobile contests in America.

Other action than this would scarcely have been expected, and for the following reasons:

The Automobile Club of America was the first automobile club formed in America, in 1899, and official recognition of the Club as the national automobile club of America was promptly received from all the national automobile clubs of Europe. To the early efforts of the Automobile Club of America the American motorist to-day is largely indebted for the rights which he now enjoys on the public highways, in the parks and on the ferries, and from the date of its organization the Automobile Club of America has organized frequent contests of reliability and endurance for the purpose of developing the motor car in America.

Early in 1901 the automobile Club of America formulated a set of racing rules and assisted in various ways the furtherance of competition throughout the country, issuing sanctions thereunder for various local race meetings. It was under these rules that the first straight-away contest in America took place at the Coney Island Boulevard in November, 1901, when Henri Fournier in a Mors car covered a mile in 51.45 seconds, a world's record at that time.

From the time of its formation up to the

present day, much of its time and money has been spent on the improvement of the public highways, the securing of reasonable legislation, the erection of sign posts, publication of road maps, and generally laying the foundation for the practical and pleasurable use of the motor car in America.

From the date of the foundation of the Automobile Club of America up to the beginning of 1902, various clubs had been formed in some of the larger cities of the United States and for the purpose of bringing such clubs into closer union, on March 4, 1902, a general convention was held in Chicago, delegates from nine clubs attending. The result of this convention was the formation of the American Automobile Association, which was to be a federation of clubs with a central body of directors to afford a bond of union between the clubs, to develop the interests of the sport throughout the country at large and to give each club a share in this development.

To this body the Automobile Club of America ceded the control of local racing, so that it might be carried out under uniform rules in all of the States, but it never relinquished its position as the recognized club of America, and the American Automobile Association has always, since its formation, had its foreign representation through the Automobile Club of America.

Agreeable with this agreement, the Automobile Club of America conveyed to the American Automobile Association the rule adopted at the Ostend conference of the International Association of Recognized Automobile Clubs in July, 1907, that all racing cars for 1908 should be built on the formula of 1,100 kilos (2,424 pounds) minimum weight, and 155 millimeters (6.1 inches) maximum bore for a 4-cylinder motor, or its equivalent, whatever number of cylinders, and the receipt of same was acknowledge by the secretary as follows:

"The American Automobile Association,
Office of the Secretary, 437 Fifth Ave.

"New York, September 23, 1907.

"Mr. S. M. Butler, Secretary Automobile Club of America, 54th Street, West of Broadway, City.

"Dear Sir.—I have yours of the 21st enclosing the Rule adopted at the International Meeting at Ostend, for which please accept my thanks.

"Yours very truly,

"(Signed.) F. H. ELLIOTT, Secretary.
"American Automobile Association."

Further, in April, 1907, the American Automobile Association appointed a special committee to investigate the Ostend formula. To this special committee the Automobile Club of America exhibited the proceedings of the Ostend Congress, informed such committee that as a member of the International Association, representing America, the Automobile Club of America was bound by such decision, and that, inasmuch as the American Automobile Association and the Vanderbilt Cup Commission had their foreign representation through the Automobile Club of America, they were also bound by it.

No further evidence is needed as to such representation than the refusal of the foreign clubs at their meeting of July 6, 1908, at Dieppe, to recognize in any manner the American Automobile Association except through the Automobile Club of America, and the further fact that foreign entries for the Vanderbilt race in the past years have been made through the Automobile Club of America.

Upon the report of such special committee, however, the American Automobile Association saw fit to elect that they were not bound by the Ostend decision, and promulgated rules for the Vanderbilt Cup race for 1908 directly at variance with such decision. The protests of the Automobile Clubs of France and England against such rules as being in disaccord with the Ostend agreement were sent to the Automobile Club of America and transmitted by them to the chairman of the Vanderbilt Cup Commission, who acknowledged the same in the following manner:

"Vanderbilt Cup Commission and the
Racing Board, A. A. A. Jefferson
De Mont Thompson, Chairman, 28
West 27th St.

"New York, May 25, 1908.

"Robert Lee Morrell, Esq., Chairman Contest Committee, Automobile Club of America, New York City. N. Y.

"Dear Sir:—Your letter of the 18th, enclosing copy of letter dated April 17, 1908, from Rene de Knyff, President Commission Sportive of the Automobile Club of France, is received. I would advise that this communication, together with your letter, will be laid before the Racing Board of the American Automobile Association at its next meeting, June 29. For your further information I would add that the subject matter of that letter was fully gone over by a special committee and de-

cided by the Racing Board several months ago.

Very truly yours,
 "(Signed) J. D. Thompson, Chairman,
 Vanderbilt Cup Commission and The
 Racing Board A. A. A."

The subsequent action of the American Automobile Association, notwithstanding they had full knowledge of the Ostend formula, as indicated above, in ignoring the protests and demanding from all the foreign clubs recognition for themselves, could have had but one outcome—the decision of the Dieppe Congress to recognize only the Automobile Club of America as responsible for the control of international contests in America.

The failure of the Vanderbilt Cup Commission to amend the rules for the Vanderbilt Cup race for 1908 so as to bring them into accord with the rule of the International Association (although they had ample opportunity to do so) and thereby facilitate the entry of a large number of foreign cars already built on the international formula and make the Vanderbilt race truly international in character, left no other course open for the Automobile Club of America, who believed that America is entitled to a representative international race, than to organize a race on the international formula, open to American

and European makers alike. The donor of the Vanderbilt Cup himself has this view, as is set forth in his letter officially published on May 25, 1908, in which he states:

"When I presented the cup to the American Automobile Association it was with the intention of giving the American automobile manufacturers a change of competing against foreign cars in a race to be held in this country, a contest much needed here and one that I think will tend to raise the standard of American cars."

The Automobile Club of America heartily shares this sentiment and in no other way would it be possible to give to the American manufacturers a chance to compete against foreign cars in a race held in this country except by holding such a race under the international formula, as in fact all former Vanderbilt Cup races have been held.

These are the reasons for the organization of the race for "The Grand Prize of the Automobile Club of America," which will be run at Savannah, Ga., on Thanksgiving Day, November 26, 1908, over an excellent course of approximately 27 miles, with the entire co-operation of the State, county and city authorities, and under the full military protection of the State troops.

Savannah as it Was and Is

In the endeavor to create a partisan advantage for the American Automobile Association and to pass discredit upon the forthcoming race for the Grand Prize of the Automobile Club of America, which is to be run at Savannah on Thanksgiving Day, certain adherents of the former body are going to great lengths, quite regardless of either the truth or their own expressions in the past. In a letter to the *Paris Herald*, for instance, A. G. Batchelder, one of the members of the Foreign Affairs Committee of the A. A. A., after drawing a glowing picture of this year's Vanderbilt Cup race, refers to the Savannah contest as "a single event near a Southern city, a thousand miles from the metropolis, in a sparsely settled region where foreign automobiles are unknown."

Yet it was only a few months ago—on March 26, to be exact—that this same A. G. Batchelder said of the Savannah race:

"One thing is a certainty, and that is that the members of the Vanderbilt Cup Commission feel decidedly happier than they did a year ago, knowing that if Long Island cannot be the scene of the race, there does exist a city called Savannah, in a county called Chatham, containing therein a course which will be well guarded, well prepared and most satisfactory for the great automobile race of the year."

Of the same contest he drew this picture of the hearty support given it by the A. A. A.:

"It was a joint committee of the American Automobile Association's racing and technical boards which stood behind the Southrons and contributed help in various ways. Chairman Jefferson de Mont Thompson, of the Racing Board, figured

as an honorary referee, along with Governor Smith and Mayor Tiedeman. Chairman Van Sicklen, of the technical board, came to Savannah over a fortnight before the races, and lent aid day in and day out. Vice-chairman Frank G. Webb, of the racing board, was the conscientious referee, and Vice-chairman David Beecroft, of the technical board, examined the cars to see that stock chassis requirements were observed. Secretary F. H. Elliott, to whom such credit is individually due for

the Savannah undertaking; L. R. Speare, first vice-president; and Directors S. L. Haynes, Charles J. Swain and A. G. Batchelder were of the party which came to the races in a special car on the Seaboard Air-Line. H. M. Swetland, A. B. Tucker, L. Elkwort, Jr., and M. C. Reeves were other officers of the meet on the same train. Starter F. J. Wagner and his assistant, W. A. Rutz, came up from Florida. Announcer C. T. Earl was another 'regular' who reported, as usual."

Ural Mountains Crossed Successfully

On July 9 a telegram was received by the E. R. Thomas Motor Company, of Buffalo, announcing that Sheuster, driving the New York-Paris Thomas racer, had reached Obansk, Russia, and that Paris was expected to be reached on July 24.

The arrival of the Thomas car at Obansk means that it has crossed Asia successfully and is at last in European territory. The ascent of the Ural steppes has been negotiated successfully, and the roads from there on to

Paris are very good. Obansk is off the route of the Trans-Siberian Railroad, which the car was supposed to follow, and is considerably north of the railroad. In distance it is about as far from Vladivostok as Oufa miles from the Pacific terminal. Its aptance is officially recorded as 4,202 miles from the Pacific terminal. It appears then that the car had traveled since July 4, when it got away from Marianovka, 763 miles, an average of about 150 miles a day.

Peace Conference at Paris

A dispatch from Paris states that after the meeting of the international committee of Recognized Automobile Clubs at Dieppe, at which the action of the Sporting Committee of the Automobile Club of France in supporting the Automobile Club of America as against the American Automobile Association was ratified, the representatives of the latter two organizations had a conference in the hope of coming to some understanding, in view of the expressed wish of the international committee that the American situation be relieved of complications. A. G. Batchelder, of the American Automobile Association, however, is of the opinion that the rules governing the Vanderbilt Cup race will not be changed this year, and that it is

not likely that the Ostend rules will be adopted by the association until it becomes a party to an international understanding, it is added.

A Remedy

G. E. Bird

When business is slow,
My spirits are low,
And all my affairs go awry;
E'en when it seems sure
I'm doomed to endure
The very same trials till I die;
There's one thing for me,
When care I would flee
And summon new courage and zeal,
That never grows old:
'Tis better than gold—
A spin in my automobile.

A. A. A. Tour More Than Half Over

With the 1908 A. A. A. tour more than one-half completed and the tourists resting preparatory to entering upon the final stage of the 1700-miles journey across seven states, two facts stand out clearly. The first is the hearty and almost universal welcome given the tourists by the people along the line of route; the second is the ease with which the great majority of cars have accomplished the daily tasks set them and, in a majority of cases, without marring their clean scores. The tour has been a severe test of machines and, to a less extent, of men; but the strenuous times experienced in former contests have been entirely lacking. There has even been an approach to monotony at times, the necessity for making repairs and even adjustments being the exception rather than the rule.

In the following pages the story of the run, written by AUTOMOBILE TOPICS special correspondent, is given day by day.

CAMBRIDGE SPRINGS, Pa., July 9.—Just one penalization was made as the result of the first days' run of the 56 automobiles taking part in the A. A. A. tour from the start at Buffalo to this resort. This single penalty was imposed upon the Gearless car entered and driven by John Breyfogle, and after it was put out of the running by an accident to its front axle.

With a distance of 117.4 miles and a time schedule of 5 hours and 52 minutes, and roads that were very dusty but with fine surfaces, there was nothing to worry either drivers or machines. The latter simply ran along smoothly and for the most part conservatively, following the beautiful shore of Lake Erie for many miles and then striking inland toward this valley. On every hand there were crowds of people and many

towns were especially decorated for the occasion. There was a continual ovation for the men from start to finish.

A Franklin car had some spring trouble, caused by being forced into a ditch by a car running in an opposite direction. This was fixed and it checked in on time.

At Westfield, N. Y., the Welch Grape Juice Company gave each tourist a small bottle of grape juice right off



FRANK B. HOWER, WHO SITS ON THE LID

the ice, and the courtesy was greatly appreciated. By the time Harbor Creek, 50 miles, was reached the leading cars had caught Chairman Hower in his pacemaking Pierce, which starts an hour ahead of the tour itself. From that point into the finish there was a steady line of dusty cars and dirty-faced people.

It was interesting to note the effect of the new rules in connection with the use of observers, time allowance for tire trouble and time allowance for cars according to price. The observers have proven very satisfactory, though they have little to watch, and the dire predictions made by some have fallen flat.

The men are appointed by the entrants and are all well versed in automobile lore. They never ride in the same car twice, and their chief duties are to see that the use of extra parts, replacements and adjustments are noted. Then, too, they must take the time used in making tire repairs and, if the motor is kept running, add this to the schedule time. It has taken time for some to understand this procedure and also the one giving extra time or handicaps to the small cars.

minutes. For runabouts for the Hower trophy the division is at \$1,500, with 15 or 10 minutes difference.

Hal K. Sheridan, of the White Company, who won the Hower trophy last year, joined the tour this afternoon with his big White Steamer, and will run along to Philadelphia, and perhaps farther.

PITTSBURG, Pa., July 10.—The second day resembled a contest after a fairly hard run of 124.1 miles on a schedule



MRS. CUNEO, ONE OF THE TWO WOMEN CONTESTANTS

This year there has been a division made and in the Glidden trophy competition all touring cars costing over \$3,500 are in Class A and all time schedules are figured from its time. If the schedule calls for more than 7½ hours, all cars costing between \$2,500 and \$3,500 are allowed 15 minutes more; if from \$1,500 to \$2,500 the allowance is 30 minutes, and those under \$1,500 are given 45 minutes. When the daily schedule calls for less than 7½ hours the proportion is 10, 20 and 30

of 6 hours and 30 minutes, for a number of penalizations were made, and one car was dropped from the contest. This was H. A. Van Tine's Garford, which broke a wheel and substituted another one, for which it was disqualified. The machines penalized were Nos. 27, 28 and 113.

The accident to Van Tine happened in New Castle, where he had been running pretty fast, and in making a quick stop to turn a corner, skidded to the curb and smashed the wheel. Van Tine

immediately phoned to an agency for another wheel and when this was on continued, but, of course, as a non-contestant. This penalty of 1,000 points for the car lowered the score of the Garford team, Cleveland Club, to 666 2-3. Car No. 27, an Oakland entered by J. B. Eccleston and driven by H. Bauer, suffered a penalty of two points under a new ruling that even gasoline and water must be placed in a car by either its driver or mechanic, one point for each. The other Oakland, No. 28, entered by E. M. Murphy and driven by R. J. Goldie, was also penalized. Four points were for lateness at the night control and three for the use of a new connecting rod bearing for one which had burned out through lack of oil. These two penalizations reduced the score of the Rainier-Oakland team of the Chicago Club to 997 points. Curiously the three machines so penalized were Nos. 27, 28 and 29. At a late hour C. L. Kull arrived with his Gyroscope and his penalty was figured to be 296 points, giving him a score of 704.

The feature of the day was undoubt-

edly the ovation given all along the route and especially in New Castle, which town outdid Pittsburg in enthusiasm. Thousands of people lined the streets, and the police force was out to give a clear route and had the cross streets roped off. As soon as the town was entered the police yelled to the drivers to "beat it," and many of them did. All speed limit in all towns were abolished and on the country roads there were more thousands of people in holiday attire and grouped in little bunches with their carriages or automobiles.

The roads on the run were very dusty, very rough and with numerous holes, ruts and water breaks until the fine Mount Nebo road near this city was reached. There the hard and smooth surface made driving and riding a pleasure. The run for the day led through Meadville, which opened up and decorated its streets; Mercer, where a new route was taken as laid out by the live Automobile Club of Lawrence County; New Castle, which went wild, and Sewickly, a town with beautiful



AT THE STARTING POINT, M.

homes and the beginning of very pretty scenery. This Lawrence County Club not only mapped out a new route, but it had the road marked with signs and flags at all bad places. Still another deviation from the mapped route was made at Sewickly and from there to the Hotel Schenley, P. S. Flinn, of Pittsburgh, marked the road with signs and danger signals and paid the toll for the entire party over the bridge. Chairman Hower formed his line in Allegheny, and with Foster's Gabriel Horn Oldsmobile leading, paraded through the city and out to the checking station.

This morning the two Stevens-Duryea little sixes started first of the contestants, because they carry the official watchers, and this custom will be held to for the rest of the tour. The last car to start will be Dr. Hoag's, the surgeon.

It developed after the cars had been checked in that some of them had replenished their water supply from a stream near Moravia, which contained a strong acid which will attack radiators. They were given permission by Mr. Hower to change this and they did.

The two Haynes cars driven by Frank Nutt and Loring Wagoner had taken this water and hastened to change it.

BEDFORD SPRINGS, July 11.—There is a rather surprised bunch of Glidden tourists here this evening, after the hard ride of 106.4 miles from Pittsburgh, with a schedule of 7 hours, for instead of the wholesale slaughtering of clean scores, expected accidents and broken springs, there were few penalties, no accidents and but one broken spring.

The penalties that were given, however, affect the teams in the competition for the Glidden trophy, reducing the scores of one and breaking a clean score of another one. The latter is the mixed team of the Chicago Club, made up of the two Haynes and an Oldsmobile. Frank Nutt, the veteran driver, had the misfortune to be obliged to replace a spring shackle pin, giving a point against him and making his team score 999 2-3. W. B. Hurlbert's Garford had to replace a half of its rear axle floating shaft at a cost of six points, and further lowering the Garford team



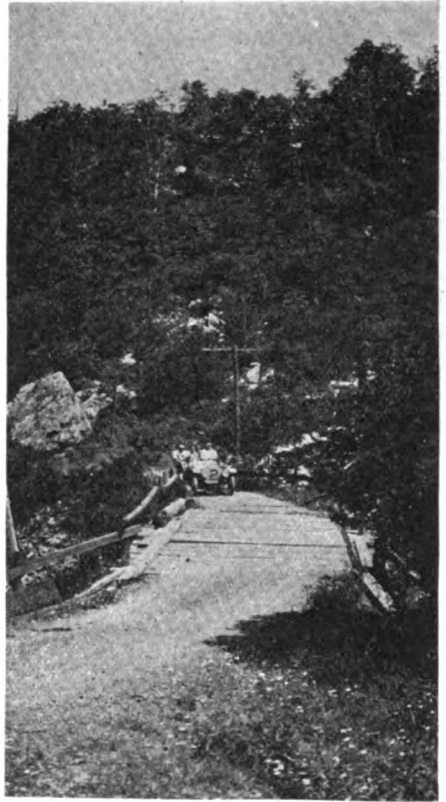
EET, BUFFALO, JULY 9

score to 664 2-3. The Selden broke its spring, but made a temporary repair.

In the Hower trophy class for runabouts, car 109, A. C. Miller's Stoddard-Dayton roadster, had a fire around its carburetter caused by back-firing, that made it very late, its passengers to hustle to dig dirt and try to put out the flames, and badly burned the hand of the mechanic, Carl Wright. Its penalty for lateness was 168 points. Car No. 108, an Overland roadster, had nine points taken from it by lateness, and the replacement of a fan belt and the breaking of an axle shaft by J. N. Willys in his Overland, put him out.

To-day's run was indeed a surprising one, now that it is over, for every man in the tour expected many cars to fall by the wayside or at least be late, but the opposite was the result. The road was extremely hard, and for the first three hours the contestants could do little better than their schedule time of 15.2 miles per hour, but they made up for this after the Alleghenies were crossed and there remained 20 miles of good road. There were few cars en route that did not use the lowest gears, the only exceptions, perhaps, being the powerful six-cylinder Pierce cars and the big six Thomas, the only double chain-driven cars in the contest.

The roads were of clay, very rocky and with 803 waterbreaks by actual count; these sometimes came every two or three car lengths. Some of the hills were steep enough to prevent difficulties and the roads too narrow to allow manoeuvring. The route book was a directory of such terms as "very steep hill," "sharp curve," "danger" and such like, but in spite of this and the dust, which was so dense as to obscure vision beyond ten feet, the pacemaker and about a dozen cars reached Bedford a full hour ahead of the seven-hour schedule.



IN THE ALLEGHENY MOUNTAINS

The passage of the tour was a signal for the suspension of business operations all along the way, a few people were out in Wilkesburg, hundreds were massed along the streets of Blairsville, and thousands watched the cars go through Johnstown, while in parts of the mountain, where an automobile is really a sight, the people stood or sat and looked as if they wondered why the cars did not go faster.

The chairman's Pierce car lost its way in leaving Pittsburg and had to retrace several miles, and then picked up the Reo confetti car, which had weak batteries.

The beautiful scenery en route attracted the attention of the men as the machines snaked out of the Allegheny



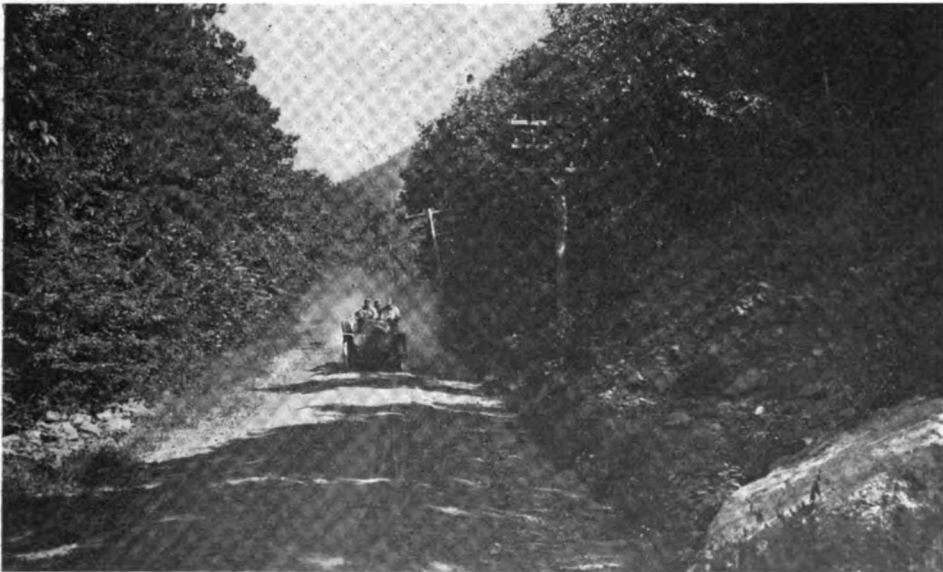
BETWEEN MC CONNELSBURG AND FORT LONDON

Valley and into that of the Conemaugh, running high above the river and the Pennsylvania main line and then up over the desolate old mountain and down into the verdant Cumberland Valley.

—
BEDFORD SPRINGS, July 12.—A perfect day, warm but with a gentle breeze blowing, greeted the Gliddenites, who

have to-day been resting on the shady lawns and in the shadows of the surrounding hills of this beautiful resort. They have little to worry them, for the hardest run for some time has been made, and there was no necessity for an inspection as they had to undergo last year.

They have been sitting around and considering the tour and the cars that



PIERCE RUNABOUT NEARING BREEZEMONT, PA.

are entered. For instance, it is noted that there are twenty-three different makes of automobiles in the caravan, all American-built, and all shaft driven, with the exception of the Thomas and the single chain-driven Reos. The Pierce make leads with six; the Premier is second with five; then come the Studebaker, Franklin and Reo, with four each. There are a large number of

There are a great many teams that contain more than passing interest both for the fame of their drivers and for the make-up of the machines. Thus the Peerless Company in entering a full team has painted them red, white and blue, and as such they are known all along the route, and they keep so well together that the combination is a noticeable one. Moreover, the personnel



THOMAS CAR ON OAK MOUNTAIN

makes with three each, as Peerless, Garford, Marmon, Stoddard-Dayton and Overland, and still more with two representatives, as the Oakland, Haynes, Oldsmobile, Stevens-Duryea and Packard, leaving those with a single car, the Gaeth, Locomobile, Gearless, Thomas, Selden, Rainier, Blomstrom and Moline. Since the start the Gearless has fallen out altogether, and an Overland and Garford have dropped to the rank of non-contestants. Of this number the Thomas has the greatest power—70—and the Franklin and Blomstrom Gyroscope runabouts with 16 each. Between these extremes there are a great many with an average horse-power for the fifty-six of 18.32, a sum pulled down by the number of low powered cars.

of their drivers has led them to be made strong favorites. Chas. H. Burman, the famous racing and touring man, and the Western representative of the Peerless Company, has charge of the trio and is at the wheel of the leading red car, while W. C. Straub, also a veteran, is driving the white member and H. D. Savage brings up the team with the blue, now almost white from dust. These men have been following the procedure carried out by Peerless drivers in all their tours, that of driving steadily, never punishing their cars, and consequently always reporting on time.

Teddy Dav, a mudlark, leads the gray team of the Pierce Company with car No. 1, and right behind him is 19-year-old Arthur Kumpf, and third is J. W. Maguire; while the two roadsters in

the competition for the Hower trophy are driven by J. S. Williams and E. A. Retting, and W. F. Winchester is at the helm of Chairman Hower's pace-maker. This is a famous group and they are doing famous work, as their perfect scores show. They have the most powerful cars in the run and in crossing the mountain to this place did not need to go below their second speed.

The Studebaker holds particular interest because of the previous tests to which its cars have been put. The one driven by Frank Yerger, who is in charge of the company's interests, is the car that was taken by him to Savannah last spring, while the machine driven by his brother Robert has the chassis of the old roadster that carried General Grant's message last winter from New York to Fort Leavenworth, Kan., and then took Speaker Cannon on his run from Washington to the Republican Convention at Chicago.

It was with much regret that the contestants saw Frank Nutt and his Haynes penalized, especially as the part he had to use should have been in his regular equipment and not an extra part and this is the first point against this "Mud Lark" for many a tour. In the same team with him are Loring Wagoner in a Haynes and Andy Auble, one of the Oldsmobile Mudlark drivers, in an Oldsmobile. Mrs. Cuneo with her Rainier still holds her perfect score, as do Gus G. Buse with his Thomas, Paul Gaeth with his Gaeth, R. H. Salmons with the Selden and the two Stevens-Duryeas.

It is expected that the run to-morrow will be one of the worst of the tour, and a number of cars are expected to have a strenuous time.

Already there is talk about the route for the 1909 tour, and it is noticeable that there is strong sentiment toward a start in New York and a finish at Den-

ver, or a round trip from Chicago to Denver, but this suggestion has been a poor second.

HARRISBURG, PA., July 13.—For the second time in its history the famous Cumberland Valley was to-day swept by an invading host, but, unlike its predecessor, the Glidden Tour the invaders were received with open arms by the people along the 107.3 miles from Bedford Springs to Harrisburg.

Leaving their Sunday rest in the beautiful Juniata Valley and climbing the same four mountain ranges which tested the ability of the cars in the 1907 contest, the tourists finally coasted down the east range of the Alleghenies into the fertile valley that led them up to the State capitol. As in the previous run over those roads, thick with water breakers, the effect was shown upon the cars and in the penalties which they received. The clean score of two of the Glidden trophy teams were reduced and both on account of spring trouble, that of the Rochester Club's mixed team losing one-third of its total, for the Selden car was forced to withdraw so that a new spring could be used, and consequently the Gaeth and Thomas cars now have a score for the team of 666 2-3. The other team to receive penalty was the Franklin team of the Syracuse Club, in which car No. 12, driven by C. Talbot, was penalized 60 points on account of its spring trouble, leaving its team score 980 points. This car, too, will withdraw to-morrow in order that it may replace the broken part.

On the other hand, the clean score of the mixed team No. 1, from the Chicago Club was returned when Frank Nutt with his No. 19 Haynes car had his one point penalty removed. This was done because he showed that the spring shackle pin which he used on

Saturday from his extra parts bag was really a part of his regular equipment, and was in that bag by mistake.

In the competition for the Hower trophy there were three penalties, and of these the Moline, driven by W. H. Van Dervoort, received 51 points for lateness and the Franklin runabout, driven by F. A. Barton received 181 points. Car No. 108, an Overland roadster, was penalized 102 points for lateness and the use of extra parts while A. L. Kull did not report with his Blomstrom until very late and his score was incomplete.

All through the valley the same wonderful interest in the tour was shown, and one little town, Shippensburg, even erected an arch through which all of the cars passed. The run itself was not nearly as hard as had been expected, with a schedule of six hours and a half.

PHILADELPHIA, July 14.—Not a single penalty was incurred by any of the cars from Harrisburg to Philadelphia, a distance of 135.5 miles. with a schedule of 7 hours, for the roads were good and only the innumerable water-breakers detracted from the pleasure of the trip. As on other days, business was stopped during passage of the cars along the route and the inhabitants turned out to see the cars go by.

There was one accident, which was due to the driving of W. B. Hurlbert, whose mechanic, Ben Smith, was thrown out of the car on one of the water-breakers. He was bruised and had his face cut. The Moline car had trouble in the run after smashing its radiator and inasmuch as it is running on but two cylinders.

On their arrival within the city the tourists were given a luncheon and free gasoline by the Philadelphia Press. The cars were parked around the City Hall, and the tourists taken in charge by the Quaker City Motor Club, which in

the evening gave an informal smoker and vaudeville show. On the route into the city the Norristown Automobile Club gave evidence of its alertness by policing the streets of the town and in marking the various towns.

Among the small private dinners given to the tourists was one to the drivers and occupants of the Peerless red, white and blue cars and of those in the Franklin cars by P. L. Neal, president of the Quaker City Automobile Co.

MILFORD, Pa., July 15.—On this, the sixth day of the tour, with six more days to come, 42 per cent. of the distance covered and with 30 per cent. of the cars carrying penalties, one of the most pleasant runs of all tours was made. For the 132 miles between Philadelphia and this resort there was a schedule of six hours and a half, and but two cars were penalized, and both were runabouts, the Reo of R. L. Lockwood being 12 minutes late on account of having to tighten the transmission, and C. P. Brockway's Overland was 35 minutes late, caused by the necessity for making adjustments.

Two accidents occurred, in one of which the Blomstrom Gyroscope ran off the road when its steering knuckle broke. It ran down a 25-foot embankment, stopping against a tree, and throwing out the driver, Chas. White, of New York, and his mechanic, Bert Korry, of Detroit. Both were shaken up, but were otherwise uninjured. The car was damaged beyond repair. The other accident happened to the Premier pilot car in running over some new road building operations where only the big bolders had been laid. Its front axle broke, but no one was thrown out, as the machine was going very slowly. A new axle was procured from Philadelphia, and it is expected the Premier will come in to-night to spread confetti tomorrow.

Good Roads Convention Ends with a Banquet

When the first Good Roads and Legislative Convention, which was held at Buffalo last week, came to an end, it was decided to hold another convention in 1909. In accordance with this decision the following Committee of Arrangements was appointed: Robert Z. Hooper, of Philadelphia, chairman of the A. A. A. good roads board; N. B. Bachelder, Concord, N. H., president of the National Grange; J. H. McDonald, Hartford, Conn., president of the National Road Makers' Association; C. T. Terry, New York, chairman A. A. A. legislative board; S. D. Waldon, Detroit, Mich., representing the National Association of Automobile Manufacturers; F. B. Hower, Buffalo, chairman A. A. A. touring board; Alfred Reeves, New York, representing the American Motor Car Manufacturing Association; President Hotchkiss, of the A. A. A., and F. H. Elliott, of New York, secretary of the A. A. A.

The convention, before it adjourned,

joined in several resolutions with the National Grange and the American Roadmakers' Association. The three bodies pledged themselves to support and boost a federal automobile law in Congress and to urge for good roads legislation in the States. President Hotchkiss was authorized to appoint a committee of twenty-one to see that the resolutions of the convention of 1908 are carried out.

The three organizations joined in a resolution forcing the Currier bill now before Congress and demanding its passage. The three organizations also joined in resolutions condemning the harmful usage of highways by automobilists or any others who use them.

The formal ending of the convention came in the evening of July 8, when a banquet was given at the Iroquois Hotel. This was largely attended and was a jolly affair. "Good roads and the sane use of them," was the motto used on the menu.



GOOD ROADS WORKERS AT BUFFALO

Bottom row, left to right, J. T. Drought, W. H. Brown, F. A. Westmyer, Neal Brown, C. T. Terry, Judge W. H. Hotchkiss, W. W. Cocks, G. B. Ellis. Second row, L. B. Coffin, C. W. Godcharles, R. E. Britton, W. S. Schultz, Top row, S. B. Davis, F. G. Webb, R. A. Field, W. D. Wilson.

Judge Hotchkiss acted as toastmaster, or, as the menu had it, he operated the accelerator or the brake, as the case demanded. The principal speakers were: Timothy L. Woodruff, New York; N. J. Bachelder, New Hampshire; James H. MacDonald, Connecticut; J. N. Adam, New York; Neal Brown, Wisconsin; Charles J. Glidden, Massachusetts; J. P. Allds, New York.

Songs were sung, beginning with the Star Spangled Banner and ending with America, while sandwiched in between were a number of original compositions sung to well-known tunes. One of the best of these was modeled after School-days. It was a follows:

Sing we a dirge for the highways,
Those of the olden time:
Curious old roads (?) of our daddies,
When they were in their prime.
Made from the mud of the ditches:—
Wet weather changed them to sl'ime.
Through these mud seas they drove their
gee-gees
And afterwards wondered at crime.

CHORUS

Highways, highways, traveled only dry
days.
Harrowed and scraped and thrown up
quick
By sturdy farmers with shovel and pick.
When they drove out they went dummed
slow.
Up to the hubs the wheels would go.
Bet your sweet life they staid there so.
'Till pried out with a couple of skids.

II

Here's to the health of new highways.
Those of the coming days;
Boosted by National Grangers.
Boomed by the strong three A's,
Backed by the Road Makers Union
Roads that will stand for all time,—
Here's to the ways, good for all days,
Smoother than this rocky rhyme.

CHORUS

Highways, highways, safe for even Fridays.
Rounded and pounded and smoothed up
slick,
Macadam, asphalt, and vitreous brick,
Roads that will stand while grass shall
grow,
Roads that will stand while waters flow.
Roads over which 'twill be safe to go.
With wifey and all of the kids.

Six Months on the Auto Course

Maps of the Chatham County, Ga., roads over which the Grand Prize race will be run on Thanksgiving Day, have been printed and are now ready for distribution. The course, as laid out, is 27.2 miles in length, including 10 miles of new road now under construction, the contract having been given by the road commissioners of the county. The roads are from 23 to 30 feet wide and are almost absolutely level, there being no grade of more than one per cent. The surface is to be of Augusta gravel, which contains a small percentage of clay. The clay acts as a binder, and when rolled the surface is as hard and has much the appearance of asphalt.

The road commissioners have been experimenting with various grades of oil for use on this course and have fin-

ally decided on a heavy crude oil. The roads before oiling are rolled and then swept, after which the oil is put on. The sprinkling wagons have a steam pipe arrangement which heats the oil until it becomes very thin and flows easily. A stretch of road one mile in length was treated in this way last March, and has given perfect satisfaction.

The police justices of the county are working with the club members, and all negroes arrested for drunkenness or disorderly conduct are sentenced to "six months on the auto course."

A New York automobile party, consisting of F. P. Wallace and family, left Paris recently for a week's tour through the Chateaux district.

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The more air in a tire the less wear on it. Since the greatest pressure that can be exerted by garage or hand pumps runs from 100 to 125 lbs., you can safely travel on tires inflated to the highest available pressure if you use

PENNSYLVANIA CLINCHER TIRES

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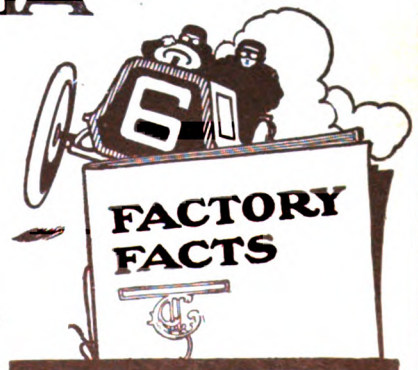
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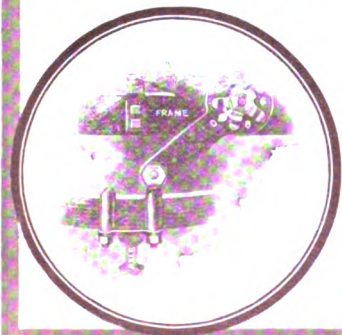
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Much Work Done on the Motor Parkway

It is only a little more than a month since the construction of the Long Island Motor Parkway was begun in earnest, but in that short time an immense amount of work has been accomplished. At the present time, in the neighborhood of Meadow Brook and Central Park, 400 men and 150 teams are in active operation.

On June 6 the first sod of the parkway was turned by A. R. Pardington, vice-president and general manager, in behalf of W. K. Vanderbilt, Jr., originator of the project and president of the Long Island Motor Parkway Corporation. On July 6 an even mile stretch of land 200 feet in width had been cleared and graded and the actual work of laying the pavement had been begun.

The first spadeful of earth was dug on the Barnes estate at the intersection of the central division of the Long Island Railroad with Jerusalem road, near Central Park, and the work of construction has proceeded in both directions. It now extends from the Meadow Brook Hunt Club, the western terminal of the parkway, eastward for eleven miles.

For this year the work will be confined to this eleven mile section, and next year the course will be continued for twenty-four miles to Lake Ronkonkoma. Eventually the speedway will be carried to Riverhead, a total distance of sixty miles from the western terminal.

In the section now under construction work has been begun upon fourteen steel and concrete bridges, every intersecting road being crossed above or below grade. The laying of the pavement is being done over a three-mile stretch, and the contractor has until October 1 to complete the paving for the eleven miles.

This pavement, which is the invention of Captain Walter Hasso, of the Hassom Paving Company, of Worcester, Mass., the contracting firm, makes a peculiar and costly roadway. It is a concreted macadam reinforced with steel wire, offering a smooth, concrete surface.

In its construction thirty carloads of crushed rock and several hundred barrels of cement are used every day. The width of the present stretch of pavement is 22 feet and its depth is 5½ inches. The cost per mile is in excess of \$20,000. The steepest grade in the section is only 4 per cent.

The width of the parkway when completed will be 100 feet, though rights of way for double that width have been obtained. In the total distance of sixty miles fifty steel and concrete bridges will be constructed. It is expected that Riverhead will be reached by the fall of 1910. Eventually two thousand men will be employed.

The eleven mile section under construction is to be utilized as part of the course for the Vanderbilt Cup race in October. The start and finish and the grand stand will be located on the parkway between Meadowbrook and Central Park. The remainder of the course will comprise a circuit of Long Island roads.

Farman to Fly in America

Word comes from Paris that Henry Farman will soon leave that city and come to America with his aeroplane, under contract to engage in a series of flights in American cities. Negotiations had been carried on for some time.

Farman is to remain in the United States three months and make flights with his aeroplane on at least fifteen days, although in reality he expects to make a still larger number of flights.

Buffalo's Motoring Mayor

Mayor Adam, of Buffalo, who did everything possible to add to the success of the Good Roads Convention held in that city last week, is an enthusiastic motorist. He owns two cars, one a Babcock electric in which he goes about the city, and a big six cylinder Great Arrow car which was delivered to him last week from the factory in time for him to greet the visiting automobilists and take his friends to ride.

The speech of welcome made by Mayor Adam was cordial and full of witticisms. He said:

"If I could I would honk a welcome to you, for nothing makes a man feel so much at home as to hear his own language spoken. Buffalo gives you a most hearty welcome. I doubt if there is another city in the United States where you could receive a heartier, and we feel honored that you decided to hold your first convention here. Buffalo is the Bubbler's paradise. Our streets are well nigh paved with gold—judging from the cost. There are more automobiles here per capita than in any other city in the world. We have two

great automobile plants and a host of lesser luminaries.

"Roads are essential to the material advancement of a nation and necessary to the development of the natural resources of a country. Good roads are necessary for State and interstate traffic. They make travel a comfort and a pleasure and permit us to view with indifference the confines of a railroad train. They will place us beyond the realm of railroad domination. The headlight gives way to the Presto-lite.

"It should not be a capital crime for a chicken to cross a road. Who knows but deliberate cows are sent especially to test alike our patience and our emergency brake. Gentlemen, you will get the fullest measure of your rights by observing in the fullest measure the rights of others. Let us have co-operation, let the cities work with the towns, the automobilist with the farmer, the cyclist with the pedestrian, all working together for good roads. Then instead of pleasure being a bubble a bubble will be a pleasure."

The Men Who Boomed the Good Roads Convention

Nine men compose the National Committee which had in charge the arrangements for the Good Roads and Legislative Convention, which was held in Buffalo, July 7th and 8th, under the auspices of the American Automobile Association. These gentlemen have worked hard to make the convention a success, and they have accomplished this to an extent that was never even dreamed of in the beginning.

The accompanying photograph is interesting, owing to the fact that the nine men are shown, many of them in characteristic attitudes. They are, reading from left to right: Charles Thaddeus Terry, New York, chairman legislative

board, American Automobile Association; Frank B. Hower, Buffalo, chairman touring board, American Automobile Association and president Automobile Club of Buffalo; Robert P. Hooper, Philadelphia, chairman Good Roads board, American Automobile Association; Hon. James H. MacDonald, Hartford, president American Road Makers' Association; ex-Governor N. J. Bachelder, Concord, N. H., master of National Grange; W. H. Hotchkiss, Buffalo, president American Automobile Association; Alfred Reeves, New York, representing the American Motor Car Manufacturers' Association; S. D. Waldon, Detroit, representing the Na-



GOOD ROADS WORKERS AT BUFFALO

tional Association of Automobile Manufacturers; F. H. Elliott, New York, secretary American Automobile Association.

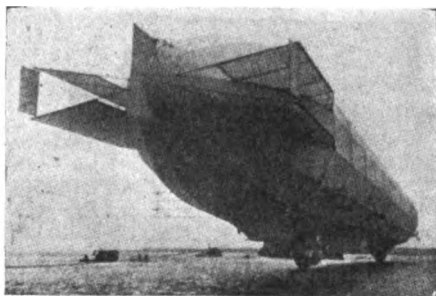
Montefiore Prize is Not Won

The prize of 2,000 francs offered by M. Montefiore to the aviator who before sunset of June 30 should cover the greatest distance (5 kilometres as a minimum, in a closed circuit) not having been won, expires by limitation.

Trial of the Airship "Zeppelin IV"

The German airship "Zeppelin IV" after, in its second trial on June 29, remaining in the air six hours and three-quarters, made its first real trial on July 1.

Starting at half-past eight in the morning from its floating shed on Lake Constance at Friedrichshaven, the airship rose to a height of about a thousand feet and steered for Zurich, passing over Constance, Frauenfeld and Winterhur. At Zurich it circled around the cathedral and then directed its course toward Lucerne, which it reached at noon. After performing



THE ZEPPELIN AIRSHIP

a number of evolutions over Lake Lucerne, the airship made a circuit of the lake, and afterward, heading northward, started on its return journey. Lake Constance was reached at half-past six, and the dirigible then made a trip to Bregenz in Austria-Hungary. Upon its return to Friedrichshaven, it performed various evolutions above the town and descended to within 100 feet of the roofs of the houses.

The voyage lasted 12 hours, which far excels the record of 6h. 45s. held since November, 23, 1907, by the French dirigible, the "Patrie." The distance covered was about 250 miles (against 146 covered by the "Patrie"), and the average speed developed was 34 miles an hour. The greatest height

attained was 2,460 feet, while that reached by the "Lebaudy," November 10, 1905, was but 810.

This experiment, which is remarkable from every point of view, augurs well for the 24-hour record that Count Zeppelin expects to make on July 15 in a trip to Mayence and return, and upon the result of which will depend the purchase of the airship by Germany for \$500,000.

It may be of interest to recall the fact that the "Zeppelin" is the largest balloon in the world, its capacity being 458,000 cubic feet: its length 426 feet (more than double that of the French balloon, the "Republique"), and its diameter 42.6 feet. Its motive power is furnished by two Daimler 120 hp. motors, and it carries a crew of 18 men and 4,620 lbs. of ballast.

Passenger Airship for Berlin

A cablegram from Berlin last week stated that a company with a preliminary capital of \$125,000 is being formed to establish a line of passenger airships between Berlin, London, Paris, Vienna, St. Petersburg, Copenhagen and Stockholm. The Krupps and a number of bankers are interested in the company.

It is added that Rudolph Martin, author of the novel "The Coming War in the Air," and other novels dealing with aviation, is organizing the German Aerial Navy League. These and other similar movements have been long discussed, but the actual initiation of the projects is due to the success of Count Zeppelin's latest airship.

Announcement has been made by the Automobile Club of Buffalo that it will pay a reward of \$50 for arrest and conviction of any one damaging the road signs that the club has erected along the roads in the vicinity of Buffalo.

PREVENTIVES AND REMEDIES

When a gasoline feed pipe has been uncoupled for cleansing, some difficulty will occasionally be encountered in replacing it, especially if the nuts be inverted and slightly inaccessible. It will be found of great advantage to turn the first thread (or even two threads) off both nut and shoulder, to ensure accurate centering of the joint before a spanner is applied. Should the union leak a little on the road, the cone should be held tight against its shoulder, and the inside of the nut plentifully smeared with common soap. The nut may then be pushed up over the cone and locked, when the leakage will be found to have ceased. These unions are usually made of soft metal, and to avoid straining them it is essential to give the nut at each end of the pipe a turn apiece in order instead of first tightening one end and then forcing the other end into engagement.

While it is desirable that the contact between the spark plug and secondary terminal should be as secure as possible, it is unwise to resort to pliers for the purpose of tightening the binding nut on top of the plug. When tools are used to make this connection secure, it frequently happens that the porcelain is broken or that the entire core of the plug is turned, so that the distance between its sparking points is sufficiently altered to affect the travel of the spark so that it is forced to jump more or less than the 1-32 which is usually the required distance to obtain the best results.

A bonnet which has a tendency to rattle, owing to the vibration of the motor, can be readily silenced by piercing a series of holes in the band of metal on which the bonnet rests and threading through a strip of leather and not against metal cannot possibly produce a noise. The improvement is so simple any motorist can effect it.

On cars fitted with pressure-fed carbureters some difficulty may occasionally be experienced with leaks in the pressure pipes, and it is no easy matter to locate them. The trouble is sometimes caused by dirt getting under the check valve

which controls the amount of exhaust pressure in the gasoline tank. Particles of carbon get under this and prevent it from seating. It is a good idea to take this valve out every few hundred miles and clean it thoroughly. At times the connections along the pressure pipe will work loose and cause a leak, or a pin hole will appear in the pipe at some point along its length. The best and easiest way to locate these leaks is to pump up two pounds of pressure or more and then go along the line with soap suds, covering the pipe at its joints and for its entire length.

Filtering can scarcely be overdone. When replenishing either radiator, fuel tank or oil reservoir the use of a strainer is advised.

The silencers of gasoline cars become more or less coated on the interior with particles of carbon bound together with burned oil, and this not only insulates the walls so that the dissipation of heat is retarded, but in aggravated cases has been known to obstruct and choke the passages, and thereby seriously interfere with the proper working of the engine, sometimes causing a mysterious loss of power. A well-designed silencer is one that can be easily taken down and apart for the purpose of cleaning out. The carbon and oil deposits stick tenaciously to the inside and washing out by ordinary means cannot be depended upon to clean them out, though in some cases it has proved helpful.

Four spare exhaust valve springs should always be carried on the car, being first compressed in a vice, and tied up in compression with strong twine to facilitate fitting. Where automatic inlet valves are employed the springs may be tested both against each other and against the spares by pressing the tips of the stems of the valves against each other and noticing whether both valves leave their seating together; but a finer adjustment may be procured by gripping the valve seatings in the vice and laying weights from an ordinary pair of scales on the tops of the stems, noticing the exact weight required to depress each valve against its spring.

SOMEWHAT PERSONAL

Many Adirondacks campers are awakening to the pleasures of motoring in the mountains, and they are beginning to find their touring cars an indispensable feature of camp life. Considerable time and money are being expended in the improvement of highways in the vicinity of the Upper Saranac Lake, and motoring promises to be the coming sport in this vicinity. The new road upon which E. P. Swenson has been engaged is now completed and adds much to the comfort of those who journey through this section. John G. Agar, who has a home on the Upper Saranac Lake, is having a garage built at the Wawbeek for the housing of his cars. Mr. J. B. Dickson, of the Pennsylvania Railroad, who is occupying Eagle Island, the Adirondack place of Levi P. Morton, will also bring his touring car to camp. The car will be housed at Wawbeek, which is the motoring headquarters this season. Mr. and Mrs. Henry A. Vanhiew, of New York, and Mr. and Mrs. Herbert Carpenter, of Ardsley-on-Hudson, were the first motoring party to visit the Wawbeek this season.

An automobile tour through Switzerland has just been started by Adrian Iselin and his son, Charles Oliver Iselin.

W. H. Newman, president of the New York Central Railroad system, went to Europe last week, where he will spend a short vacation. He had his automobile waiting for him at Cherbourg and arrived in Paris almost an hour before his fellow-passengers from America who took an express train.

Louis Stern, of New York, recently made an automobile trip from Paris to Lucerne, Switzerland, where he intends spending some time with his daughter, Baroness Leon Graffenreid. Among other New York motorists now at Lucerne are Mr. and Mrs. Charles Ogden, Mr. and Mrs. E. H. Miller, Mr. and Mrs. E. Virgil Neal and Mr. and Mrs. Henry Howard.

Judge McKeeby, of Los Angeles, Cal., accompanied by his son-in-law, O. F. Bartlett, Mrs. Bartlett and daughter, recently arrived in San Francisco in a White steamer, having toured from Los Angeles

up the San Joaquin Valley via. Bakersfield. The judge, as a pioneer of early days, traveled over this route in a stagecoach. His car finished in white, even the top, the glass front and running gear being white, attracts much attention.

After an extended automobile trip through Europe, Clarence Kenyon has returned to his home in Indianapolis. He made a special study of the effect of automobiles on highways, and predicts that macadam and gravel roadways will have to give way to more substantial creosote block pavements in the near future.

Among the automobile parties recently arriving at Hotel Champlain, the attractive summering place on Lake Champlain, Clinton County, N. Y., were Mr. and Mrs. M. L. Ryder, Walter W. Naumburg, Godfrey Goldmark, Mr. and Mrs. George N. Clausen and Mr. and Mrs. O. Weingarten, New York.

Despite the fact that the Green Mountains of Vermont are not as easy of access for touring as many other places, many motorists are this year enjoying trips in this locality, which is especially attractive from a scenic viewpoint. Among the automobilists recently seen at Manchester, one of the more popular of the Vermont rendezvous, are: C. E. Johnson, A. B. Calvin, E. M. Augell and H. L. Sherman, Glens Falls, N. Y.; G. A. Anderson, Walter V. MacFarlan and Edward MacFarlan, Brooklyn, N. Y.; W. W. Burton, E. Coykendall and Mr. and Mrs. E. H. Herzog, New York; Mr. and Mrs. John L. Eckert, Oyster Bay, L. I.; Morgan V. Grass, Jacksonville, Fla., and Mr. and Mrs. Arnold W. Francis and Dr. and Mrs. Ralph F. Hunt, of East Orange, N. J.

A party consisting of Mr. and Mrs. T. S. Lippy, Mrs. A. F. Anderson and the Misses Mattie Rose and G. Hulse, recently arrived at their home in Seattle, Wash., having driven cross country in their automobile from Baltimore. They made the trip in easy stages, stopping at the principle cities en route. They reached Denver just in time for the convention, and they remained in that city several days.

SOCIETY

It is noticed that summer hotel life in the Berkshires has been changing somewhat during the last few years. Not so many New York and Boston families go there early and spend the season as formerly. Their absence, however, is more than made up by the great army of tourists, who almost always include the Berkshires in their itinerary. In these hot July days, when the tendency is toward the shore and mountains, the automobile tourists help the hotel proprietors to wear a smile of satisfaction. Since a new State road has been built from Stockbridge to Lenox some of the wealthy villa owners of Lenox who entertain guests meet them now at the Stockbridge station instead of Lenox or Lee. Mrs. George Westinghouse started the custom and she has been followed by Mrs. William D. Sloane, Mrs. Charles Astor Bristed, Mrs. Robert W. Paterson and others. This drive is now one of the best in the Berkshires. The Aspinwall Hotel boat club on Laurel Lake is popular these days with the guests and every afternoon some are out for a row or a sail. Late patrons include Mr. and Mrs. Graham Smythe, Mrs. Sinclair Pelton, Mr. and Mrs. J. R. Sherman, Mr. Wallace P. Foote, Mr. and Mrs. Herbert S. Harde, all of New York.

Although Long Island, like all other places in this vicinity, has experienced the most continuous hot wave it has had before in several years, there have been but few departures from the various colonies. At all the larger country places of Hempstead and Westbury are being held house parties that will continue almost uninterruptedly until the opening of the polo season at Newport, when the hunting sets of Long Island will betake themselves to New England and remain until September, when the season of fox and drag hunts and the various horse shows will commence. At Wheatley, the Long Island estate of Edwin D. Morgan, on the Wheatley Hills, was held one of the largest parties last week that has been seen for some time. Twenty-six guests were entertained by the Morgans, and at the dance were seventy-five additional that came from the house parties being held by the neighbors of Mr. and Mrs. Morgan, who include Mr. and Mrs. C. H. Mackay,

Mr. and Mrs. Harry Payne Whitney, Mr. and Mrs. Stanley Mortimer, Mr. and Mrs. Thomas Hitchcock, Jr.; Mr. and Mrs. S. Phipps, Mr. and Mrs. Lloyd Bryce, Mr. and Mrs. A. B. Duncan, Mr. and Mrs. A. Scott Burden, Mr. and Mrs. J. S. Barclay, Mr. and Mrs. Robert Bacon and a score or more of other fully as well known society persons.

With the series of concerts which began at the Casino in Newport this week, the gay season was really inaugurated. Mrs. John Jacob Astor, Miss Maude Wetmore and Mrs. Maud Barger-Wallach, who are the committee of women in charge, are to have the assistance of a committee of men consisting of Mr. Willing Spencer, Mr. Craig Biddle and Mr. Harold Sands, and they are expected to do a great deal to help along the new enterprise. The governors of the Casino, however, are really behind the plan, and they are expected to see to it that it is carried forward to a successful issue. Two weddings will close the Newport season and there may be still another before the curtain is rung down on the summer show. The marriages positively booked for the season are those of Mr. Fellows Davis and Miss Alice Grosvenor, daughter of Mrs. William Grosvenor, and Mr. Newton Adams and Miss Alice Potter. Neither will be a very large affair, but as no society wedding nowadays can be made very quiet, it is safe to say that these two weddings will create quite a stir. Miss Potter's wedding will take place in Trinity Church.

The Bar Harbor colony is managing to keep cool during the present warm wave, and the season there gives promise of being a very lively one. Among the notables just now at the Maine resort are Mr. and Mrs. J. C. Livingston, Mr. and Mrs. De Witt Clinton Blair, Mr. and Mrs. Lewis L. Delafeld, Mr. and Mrs. William P. Draper, Mr. and Mrs. John Hone, Mr. and Mrs. Burton Harrison and Mr. and Mrs. Paul Morton. Great preparations are being made by the Bar Harbor sojourners for the flower show, which will be held at the Building of Arts on August 6. The Committee of Arrangements include Mrs. John Harrison, Mrs. Callendar Livingston, Miss Coles, Mr. George B. Dorr, Mr. John I. Kane, Mr. C. Morton Smith and Mr. Louis B. McCagg.

C L U B S

Following the example set by automobile clubs in the United States, the Hamilton (Ont.) Automobile Club gave the orphans of Hamilton an outing last week, and the event is to be made an annual affair. The youngsters were taken to Winona Park, which had been loaned for the purpose. They were turned loose on a large field and invited to participate in games. They did so with enthusiasm, and the running contests taken part in by both girls and boys provided plenty of excitement for themselves and the judges. When tired of sports the children were supplied with food and milk, which they found quite apropos after their strenuous afternoon.

Philadelphia motorists have been warned by the Quaker City Motor Club that Stenton Avenue, between Germantown and Chestnut Hill, is being patrolled by men on the lookout for drivers who exceed the speed limits. This road is a fine, wide stretch of highway on the direct route from Philadelphia to Reading and Harrisburg, and many drivers are inclined to increase the speed of their cars when traveling over it. Several arrests have been made and the Quaker City organization advises all drivers to go slow and toot their horns along this particular stretch.

Members of the Massachusetts Automobile Club met at the Boston headquarters last week and discussed means of stopping reckless and fast driving throughout the State and in Boston. They decided to appoint a committee to confer with the local municipal authorities of the cities of the State regarding a proper observance of the speed laws.

Included among the motorists who have lately made application for active membership in the New Jersey Automobile and Motor Club at Newark, were the following: Dr. Robert J. Donnelly, D. J. Feiner, Dr. Sanford Ferris, J. R. Francisco, E. W. Heler, Gordon E. Mousert, Sol Maybaum, F. P. Merkel, J. M. Miller, Jacob Rummell, Herman Schaeffer, Dr. Jacob Simonson, Dr. B. H. B. Sleght, F. D. Stoutenburgh, E. M. Stirling, Harrison Van Duyne and F. B. Waibel, all of Newark; W. J. Andrus, E. D. Birkhoiz, J. C. French, O. A. Goe-

decke, G. T. Hatt and R. E. Kirk, all of East Orange; L. M. Von Dohlen, South Orange; W. L. Ticknor and Dr. Henry Wallace, Glen Ridge; J. W. Snow, Orange; J. Dykers Nichols, Bernardsville; W. A. Lambert, Nutley; H. H. Rolfes, Weehauken; J. W. Hennion, Paterson; S. C. Craig, Rutherford; M. D. Valentine, Woodbridge; Dr. E. D. Trimmer, High Bridge; L. S. Ross, Madison; H. M. Fallows, Bellville; B. W. Craig, Elizabeth; Jason Rogers, Essex Falls; A. Williams, Summit; A. H. Markwald, Short Hills; T. H. Platt, Jr., Dunellen. The following applications for associate membership have also been made: C. J. Schultz, W. B. Price, Louis Schlesinger, C. C. Bacon, all of Newark.

A meeting of the Automobile Owners' Association of Boston was held a few days ago at which was started a campaign to wipe out all speed traps in that State. It was voted to set aside \$500 for a starter in carrying on the work. A number of men will be engaged, and they will be dressed in khaki uniforms. These men will go to places like Hingham, Norwood, Andover and other places where the officials are very active in working traps from ambush, and as each motorist passes along toward where there is a trap he will be handed a card which will say: "Please observe the wishes of the people of this town and drive SLOWLY.—Automobile Owners' Association." It is anticipated that in some of the places the police may object to having the plan worked, as it may kill the traps which give such a great revenue every week.

The Automobile Club of Delaware County, Pa., has for some time been raising a fund to assist the supervisors of Springfield township in repairing the old Baltimore pike. The club has advised its supervisors that it has now completed the fund and is prepared to turn over to them \$1,000 as soon as operations are begun. Within the past few days text-books on constructing and maintaining roads have been sent to every commissioner, supervisor and borough council in the county with a letter calling attention to the regulation which requires that stone must not be placed on the roads and left for vehicles to throw about; that unless a binder and rolling is employed they are liable to prosecution under the Loose Stone law.

S P O R T S

Under the auspices of the Riverside Motor Club of New York a hill-climbing contest was held on Depot Lane Hill last Saturday, July 11. The course was from Boulevard Lafayette to Fort Washington Avenue. The hill is about one-third of a mile in length, with a grade averaging nearly fifteen per cent and with three sharp turns. The contests were held in six classes and the best time of the day was 23 2-5s. by a Knox car. Following are the summaries: Gasolene cars selling for \$850 or less.—Won by 15 hp. Ford, in 30 2-5s.; 12 hp. Maxwell, second, in 1m. 01 2-5s. Electric

In addition to the Ardennes and Liedekerke Cup contests, the Belgium Automobile Club is organizing an international race for light cars, to be held on the Ardennes Circuit. The exact date for the event, which will be over a distance of 350 to 500 kilometres, has not yet been fixed. The competing vehicles must be fitted with engines having the following cylinder dimensions as a maximum: Single cylinders, 100 mm. bore; two cylinders, 78 mm.; and four cylinders, 62 mm.; they must also not weigh less, in running order, than 600 kilos.

The Austrian Automobile Club recently held a three days' light car reliability trial,



VIEWING THE DEPOT LANE HILL CLIMB

vehicles.—Won by Babcock, in 41 2-5s. Gasolene cars selling for \$1,250 and less.—Won by 15 hp. Ford, in 30 2-5s.; 22 hp. Overland, second, in 38 3-5s. Gasolene cars selling for \$2,000 or less.—Won by P. & S., in 20 4-5s.; Overland, second, in 45 2-5s. Gasolene cars selling for \$4,000 or less.—Won by Knox, in 24 4-5s.; American, second, in 25s. Gasolene cars selling for more than \$4,000.—Won by Knox, in 24 3-5s.; Stearns, second, in 25 2-5s.; American, third, in 25 3-5s. Taxicabs carrying four passengers.—Won by 18 hp. Franklin, in 35 3-5s.; 22 hp. Bianchi, second, in 35 4-5s.; 30 hp. Garford, third, in 36 2-5s. Free-for-all.—Won by Knox, in 23 2-5s.; Knox, second, in 23 4-5 s.; Knox, third, in 24s.

during which a distance of 715 kilometres was covered. In the single and double-cylinder category the first place was taken by Siercke on a Puch car, and in the four-cylinder section by Furst on a F. N. vehicle.

The Mont Ventoux hill-climbing contest will be held on the 29th and 30th of August. Five classes will be run on the first day and the remaining six on the second. The course, which measures twenty-one kilometres in length, has an average gradient of from one in eight to one in ten, with one or two stretches as stiff as one in six.

The Mont-Cenis hill-climbing competition, has been postponed until August 9.

HIGHWAYS

Under the auspices of the National Convict Labor Good Roads Association, which has its headquarters in Grand Rapids, Mich., one of the greatest good roads meetings which has ever been held in that part of the country will be in session July 22 and 23. The assembly has been widely advertised and at the most conservative estimate it is believed fully 1,000 persons will take part in the sessions. The meetings will be held in the auditorium of the Evening Press building, and many noted speakers will address the gathering. Among these are Isaac B. Potter, of New York, vice-president of the National Convict Labor Good Roads Association; E. L. Powers, also of New York; Sherburn M. Becker, ex-mayor of Milwaukee; Sidney Gorham, of Chicago; Howard H. Gross, Chicago, secretary of the Farmers' Good Roads League there, and William E. Cox, the good roads Congressman, who represents the Jasper, Ind., district in the National House of Representatives. Horatio S. Earle, the good roads enthusiast of Michigan, present State highway commissioner, president of the association which has called the meeting, and candidate for governor of the State, will be among the speakers and will deliver some of his hot shot on the need of good road making and this method of employing the convict labor.

Plans are being made by the highway commissioners of Marion County, Ind., whereby they expect to have the finest system of highways in the State. They have begun to make over the most prominent roads after the pattern of the famous Kentucky highways. So far the road leading to Millersville has been started and about 2 miles has been completed. It is being improved with crushed stone and screenings, rolled solid and oiled. The county has just purchased a 10-ton road roller for the purpose.

The question of the practicability of convict labor on the public highway will come up in Kansas and Oklahoma in the next few months, when extensive practical experiments in this direction will be undertaken. This much talked of topic has been a source of agitation in both of these

southwestern States since one of the southern commonwealths constructed great cages of iron bars, some ten or twelve years ago, for the purpose of housing the prisoners at night while building roads in sparsely settled districts. The portable cage idea was only partly successful and prison wardens have frequently cited it as an argument against the use of convict labor on road projects. Consequently the dispute arising from the question has exerted a deterrant influence in many sections where roads are urgently needed and the communities are too poor to pay for construction by contract.

Of 153,662 miles of improved roads in the United States, Indiana has the largest mileage—that is, 23,877 miles. Ohio occupies the second place, with 23,460 miles. Wisconsin is third, with 10,633 miles; Kentucky fourth, with 9,486 miles; California fifth, with 8,803 miles. Illinois, Massachusetts and Michigan have over 7,000 miles each; Minnesota over 6,000 miles; New York over 5,000 miles; Tennessee over 4,000 miles; Connecticut, Maine, Missouri, New Jersey, Oregon, Pennsylvania and Texas over 2,000 miles each; and Alabama, Georgia, Iowa, Maryland, New Hampshire, North Carolina, Vermont, Virginia and Washington over 1,000 each. In about two-thirds of the States, gravel has been the principal surfacing material used in improving the roads. There are several other reasons why the percentage of improved roads is higher in some of the States than in others. The high percentage of improved roads in Massachusetts, Rhode Island, Connecticut and New Jersey is due principally to the facts that suitable road-building materials abound, that many of the roads have been built through the aid of the States and under the direction of competent State authorities. Indiana and Ohio have an unusually high percentage of improved roads, because these States are abundantly supplied with good road-building stone and gravel and because the social and economic conditions were favorable to the making of public improvements.

Records are on file to show that farm lands have been known to advance in value from 50 to 500 per cent. on account of the improvement of the roads connecting them with market towns.

The Induction Balance in Steel Tempering

Taking as a basis the well-known fact that the magnetic permeability of steel becomes modified at the critical point, Messrs. Taylor and Mudford, says *L'Automobile*, have devised a kind of magnetic induction balance for determining the temperature of tempering.

The trial apparatus consists of three wire coils of flat form placed parallel upon one axis in common and equally spaced. The central coil is placed upon the circuit of a telephone receiver, while the two others are supplied by an alternating current and so connected that ordinarily no sound is produced in the telephone. Under such circumstances, if a piece of steel be interposed between the central coil and one of the two others, a sound is heard in the telephone. But if the steel is heated to the critical temperature and becomes non-magnetic, the telephone at once becomes silent. This is the moment that is selected for cooling and tempering the metal.

This process was applied to steels having a content of carbon varying from 0.7 to 1.35 per cent. Such steels can be tempered thus at temperatures that a skilled workman, judging by eye solely, would be incapable of observing accurately. In every case, if the steel was allowed to cool until the telephone

began to vibrate, the tempering was not satisfactory, although to the eye the lowering of the temperature was scarcely visible.

The adaptation of the balance to a muffle furnace is effected as follows: A permanent horseshoe magnet of tempered steel carries pole pieces of soft iron which extend around the furnace so that the muffle is in the gap, and that, by a proper arrangement, the piece of steel shall be placed in such a way as to close the magnetic field. For this purpose, one of the pole pieces is jointed to the magnet and is prolonged so as to constitute a second magnetic circuit which tends to attract the movable piece. Such attraction will last as long as the critical temperature is not reached. But as the steel that is being heated in the muffler reaches such temperature, it relaxes the movable pole piece, since it is no longer magnetic. Advantage is taken of this motion of the pole piece to establish a contact which closes the circuit of an electric bell.

This arrangement has, in practice, given excellent results. The temperature at which tempering is done by this process is much lower than that selected by an experienced workman, and the operation is done with entire safety.

Insulating Material from Rubber Scrap

According to the *Cycle et Automobile Industriels*, a French coal-tar distillery has devised a process by which waste vulcanized rubber, instead of being reclaimed, is employed for changing the nature of pitch in such a way as to make an insulating material of it. For this purpose the rubber scrap is first reduced to powder and then dissolved in melted pitch in the proportion of 10, 20, 30 or 40 per cent., according to the quality of the insulating material that

it is desired to obtain. The cooled solutions give products that differ considerably from the materials employed. Pitch which melts at about 130° to 150°, and at low temperatures, is as brittle as glass, becomes in this preparation as elastic and pliant as rubber.

The Automobile Club of Toledo (O.) is distributing in pamphlet form the new Ohio automobile laws.

Wonderful Outcome of Winton Chauffeurs' Contest

Expressed in figures which are as startling as they are unexpected, the result of the \$2,500 contest for Winton Six-Teen-Six chauffeurs is as follows:

"65,687.4 miles at an upkeep expense of \$15.12.

The first prize of \$1,000 was won by Frank Schneider, chauffeur for Milton Schnaier, New York, who drove his Winton Six 11,683 miles in seven months at a total upkeep expense of \$12.

Second prize goes to Arthur Donovan, chauffeur for J. Axelrod, New York, who reported a mileage of 7,570, with no upkeep expense.

Harry A. Toomey, of Euclid, Ohio, chauffeur for Harry S. Pickards, won third prize on a mileage of 6,632.9, with no upkeep expense.

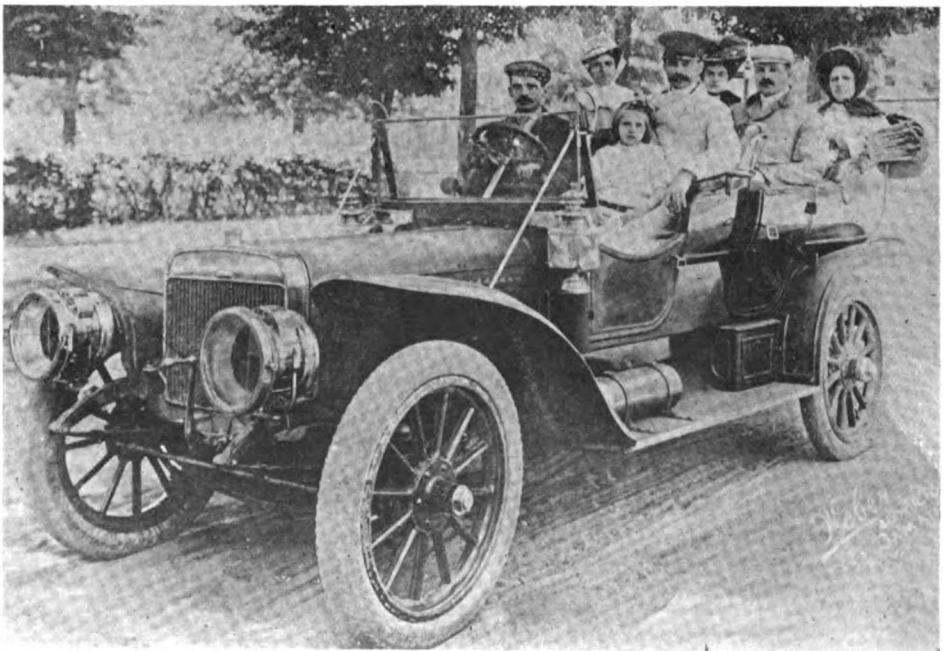
There were ten prizes ranging from \$1,000 to \$100, and the total mileage of the ten winners was 65,687.4, an aver-

age distance for each car of 6,568.7 miles. The average mileage per month for each car was 1,076.8. Six of the cars ran without upkeep expense. Four cars encountered expense of \$15.12½, an average expense of \$1 for each 4,343 miles.

These ten cars were run a total of 61 months, hence the average length of service was 6.1 months.

Schneider's expense of \$12 was not incurred until after his car had run 8,000 miles, and inasmuch as no other contestant reached this figure without expense, the judges were unanimous in awarding first prize to him.

Toomey's report showed an expense of \$284.85, but as this expense was incurred by an accident happening while the car was in the hands of the wife of the car owner, the judges ruled that it was not chargeable against either the car or the chauffeur.



FRANK SCHNEIDER, THE WINNING CHAUFFEUR, IN HIS WINNING WINTON

The judges were E. E. Schwarzkopf, of *AUTOMOBILE TOPICS*; A. C. Faeh, *Cleveland Town Topics*; St. Clair Couzens, *Cleveland News*; and M. M. Maxwell, *Cleveland Plain Dealer*.

Their decisions were based on monthly reports from chauffeurs, certified by the owners, and final affidavits from both owners and chauffeurs.

Contestants exceeding 3,000 miles were awarded handsome gold watches suitably engraved.

Checks were mailed to the money winners on Monday last.

Following is the record of the other winners:

Fourth prize, \$150. Won by Chas. L. Bonner, chauffeur for Jas. T. Brennan, Brooklyn, N. Y. Ran 6,806 miles in eight months, averaging 850.7 miles per month. Upkeep expense, \$3.

Fifth prize, \$100. Won by Jas. Boice, chauffeur for Warren Somers, Atlantic City. Ran 6,183 miles in seven months, averaging 883.3 miles per month. Upkeep expense, 2½ cents.

Sixth prize, \$100. Won by A. R. Cowperthwaite, chauffeur for Mr. L. R. Speare, Newton Center, Mass. Ran 6,113.6 miles in 4.5 months, averaging

1,358.5 miles per month. Upkeep expense, none.

Seventh prize, \$100. Won by Jos. Arnold, chauffeur for Jos. Fish, Chicago. Ran 5,535 miles in six months, averaging 922.5 miles per month. Upkeep expense, none.

Eighth prize, \$100. Won by Jas. Townsend, chauffeur for H. H. Roelofs, Elkins Park, Pa. Ran 5,415 miles in 6.3 months, averaging 855.4 miles per month. Upkeep expense, none.

Ninth prize, \$100. Won by G. W. Butler, chauffeur for J. E. Clenny, Chicago. Ran 5,155 miles in 3.2 months, averaging 1,628.2 miles per month. Upkeep expense, none.

Tenth prize, \$100. Won by E. C. Knapp, chauffeur for E. A. Rooney, Buffalo. Ran 4,594 miles in 5.5 months, averaging 835.3 miles per month. Upkeep expense, 10 cents.

Summary: Ten cars ran 64,687.5 miles in 61 months, averaging 1,076.8 miles per month, per car. Upkeep expense, \$15.12½, averaging \$1.51 per car; or 25 cents per month per car.

The Winton Company states that the \$2,500 contest for chauffeurs will be repeated in 1909.

Hatch Goes Into Retail Trade

Mason B. Hatch, salesmanager of the E. R. Thomas Motor Company of Buffalo, N. Y., has resigned his position to go into the retail field. He will handle the Chalmers-Detroit line exclusively in Buffalo and surrounding territory.

The unusual opportunity offered by the Chalmers-Detroit line is the explanation given by Mr. Hatch for his move into the retail field.

"I've been in the retail business before," said he, "and I know from my experience in the selling field that the Chalmers-Detroit line will be a big money maker for dealers. The 'Forty' at \$2,750 has established itself as the

standard medium priced car. The 'Thirty' at \$1,500 is the most remarkable automobile proposition ever placed on the market. It's the car people have been waiting for, a real, dependable motor car of high quality at a price within reach of the many."

Mr. Hatch is widely known in the automobile trade. Since his appointment as salesmanager of the E. R. Thomas Motor Company in May, 1907, he has traveled all over the country visiting dealers. Before that he was assistant salesmanager of the Thomas company, and before that was a retail salesman in Buffalo.

An English View of the War

The war between the American Automobile Association and the Automobile Club of America has attracted a great deal of interest on the other side of the water. The papers have discussed it in all its phases and, almost without exception, they take the side of the A.C.A. Recently the *Autocar*, the oldest English automobile journal, reviews the matter thus:

No doubt by way of a set-off to the visit of the representative of the A.A.A. to Europe, to place the case of that body before the International clubs, as opposed to the A. C. A. being the representative club of America in international motoring affairs, the A. C. A. have put their case forward in a strongly worded communication giving facts and figures in connection with their club and its representative character as against the comparative insignificance of the A. A. A. The A. C. A. are rightly looking at the whole question from an international sporting point of view, and not allowing their judgment to be warped by considerations that possibly a foreign car might win the various American races time after time if run under recognized international conditions, and give little chance to any American vehicle to obtain premier position. Apparently the A. A. A.'s main object in altering the racing conditions from those agreed to by the international clubs at Ostend, is to insure the race to some American manufacturer, making it impossible, except by building special cars for the event, for European vehicles to enter. This, however, is not international racing, nor is it sport, and winning under such conditions can have little or no value to the winners. It is the more astonishing that the rules should have been altered if a view expressed in an American contemporary, the *Automobile*, by Mr.

Frank G. Webb, of Brooklyn, is correct. It is endorsed by our contemporary, which introduces Mr. Webb's letter for the consideration of its readers, as voicing the editorial view of the so-called war for the control of races. Mr. Webb makes the following astounding statement: "The feeling among the foreign manufacturers toward their American competitors has progressed from contempt to respect, and from respect to fear. The foreigners realize that their goose which has been laying the golden eggs is *in extremis*, and nearly cooked." If this be the case, surely where is the necessity for special regulations to keep out foreign cars from competing with the American-built vehicles?

That the A. C. A. have a good foundation, and there has been good reason for its selection as the representative club of America, may be gathered from the few figures given in the A. C. A.'s communication to the French club. From this it emerges that the club is the oldest automobile body in the United States. At present it has 1,600 members, resident in every part of the United States, and is not simply a local club. It has the finest clubhouse existing in America, which has been erected at a cost of £160,000. Each member pays an entrance fee of £20 and an annual subscription of £10, the income of the club being about £16,000 per annum, which is applied entirely to the benefit of the club and the defense and interests of the automobile movement in the United States. The officers of the club include as president, Judge E. H. Gary (United States Steel Corporation); General Horace Porter (ex U. S. Ambassador to France); Cornelius Vanderbilt, M. W. Pierson (of J. P. Morgan & Co.), Frederick Underwood (President of the Erie Railroad), Wil-

liam McAdoo (President of the Hudson Tunnel Co.), Colonel J. J. Astor, etc.

Besides looking after and helping to develop the automobile industry, advocating and promoting good roads, etc., the club has a Touring Department of which the expenses alone are about £3,000, while their garage will accommodate 400 cars. *Per contra*, they state that the A. A. A. has been formed under the New Jersey laws, possesses no clubhouse, has no garage, but simply an office in New York, and is composed

of local clubs situated in different States, the majority of them of small importance. These clubs pay to the A. A. A. an affiliation fee of about 2s. per member per annum, and these sums, added to licenses which the association issue permitting the organization of race meetings on racing tracks in the States (which, *en passant*, have been the cause of so many grave disasters), constitute the principal resources of the association. Finally, the individual members of the association pay an annual sum of about 5s.

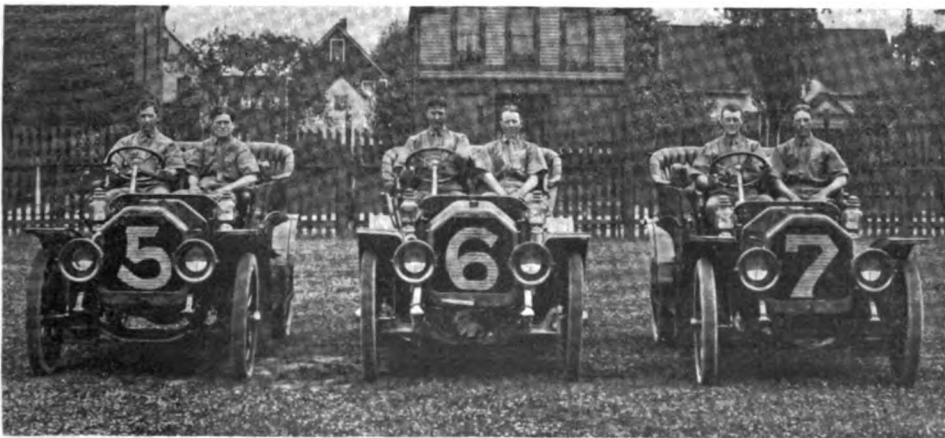
Sanctions Are Too Easy To Get

Automobilists of San Francisco say that sanctions for races and other competitions are granted much too easily. All that is necessary to get a sanction for an automobile meet, run, race or tour is to deposit \$50 with L. P. Lowe, the representative of the A. A. A. on the Pacific Coast. No examination is made as to the conditions under which races take place.

The tracks used for the race-meets at Fresno and Concord, Cal., recently were in very bad condition. Clouds of dust

created by the racing cars hung over half the track and obscured the vision of the racing drivers. It was due to good luck more than anything else that there were no serious or even fatal accidents.

Though the California Automobile Dealers' Association put its ban on track-racing some time ago, members of the association took part in the races at Fresno and Concord. There is no record, however, of the California association having sanctioned the meet.



THE RED, WHITE AND BLUE TEAM OF PEERLESS CARS IN THE A. A. A. TOUR

What An Electric Car Is For

We are hearing a good deal about electric vehicle mileage runs. Why is the unhappy public inflicted with a fresh outbreak of this kind of "special performance?" asks Hayden Eames, of the Studebaker Co. Five or six years ago an electric car won a 185-mile race in France over competitors of all kinds. This was easily done, but the car was unfit for general use. It is not generally known that up to some six or seven years ago the fastest automobile mile was made by an electric. The first road vehicle to make a mile a minute was an electric automobile, but none of these qualities make for serviceability. An electric open vehicle is not supposed to do touring car or race track service.

Anyone who buys an electric vehicle in comparison with a gasoline touring car must be misinformed, or at least fails to understand their respective applications.

The sole ordinary application for an electric pleasure vehicle is as a substitute for legs. It is strictly a convenience, and it should be designed with reference thereto. In these days of convenient and semi-automatic individual charging equipment, a provision in the design of an electric vehicle for mileage in excess of that required in its proper application, is simply wasted, and a positive disadvantage to the customer. Why should he be compelled to pay for a power plant to carry around a couple of hundred pounds more battery than he can possibly use? Why should he be compelled to maintain and renew 100 or 500 more plates of battery than he can possibly use? It is only by the addition of battery that additional mileage can be obtained without some other sacrifice. There are no mysteries to-day about the practical design of electric motors, of running gears, or even of storage batteries. Of speed and mileage

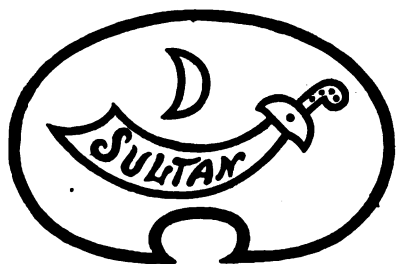
there must be enough, but the popular conception that these have no limits of desirability is entirely erroneous. The point is to design an electric automobile which best serves as a substitute for legs.

We have an acquaintance who runs a Studebaker Model 22. In the same neighborhood and among the owners' personal friends are owned almost every well known make of car made by firms claiming all sorts of mileage and speed. How does it happen that the Studebaker Model 22 is in service continuously when this is not the case with a single one of the others? How does it happen that the owner of the Model 22 has entirely forgotten what its mileage is and doesn't care, when many of the others with claims for remarkable mileage are sitting about discussing the question of whether they can negotiate the hill to their homes twice in the same day? The answer is that the Studebaker Model 22 is a proper compromise and is designed for the service and application only for which the electric pleasure vehicle is pre-eminently suited. It is not designed to compete with touring cars, or perform show feats of any kind, and although it can be and has been made to do such stunts privately, we do not favor any attempt to sell cars upon such records.

Car Propelled By Aerial Screws

According to *Les Sports*, there is now in course of construction at the Clement works, under the supervision of M. Clerget, a car driven by aerial screws. This curious vehicle is provided with a 140 hp. motor, and the screws, which are of variable pitch, are placed in tandem. There is no clutch or differential gear, or change of speed.

Automobile Topics Tour



Sultan Taxicabs and Town Cars

(Licencee of Lethimonnier & Co., Paris)

4 cylinders. 12 h. p. \$3,000
Wheelbase, 98 1-2".

Sultan 5-Passenger Touring Cars

4 cylinders. 24-32 h. p. \$4,000
Wheelbase 116 1-4".

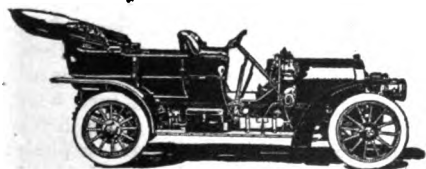
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THE BEST CAR THAT AMERICA
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*The Car of High Society
in Europe and America*

No car to compare with for Finish
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FOR FULL PARTICULARS APPLY TO

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Mention "Automobile Topics" when writing.

Loose Sheets of This and Previous Sections May be Obtained by Remitting Ten Cents for Each

1908 A. A. A. Tour

Much of the ground covered by the 1908 tour of the American Automobile Association is new, in part at least. Even where it leads to points already covered by AUTOMOBILE TOPICS TOURS there are detours into new country, much of which affords most enjoyable touring. The details of the first section follow:

Go down Main St. to Swan St.; T. L. on to Swan St.; T. R. on to Hamburg St.; go over bridge; take turn to left on to Scott St. Go one block and T. R. on Red Jacket St.; go to end and T. L. on Elk St.; cross bridge over railroad; at end of bridge, curve right, then left on to Abbott Road. Ahead, cross bridge over creek; T. R. on South Side Parkway; at fork bear left. At fork bear right; bear left in Park with conservatory on right; at fork bear left; at end of Park T. R., cross bridge and follow trolley. At end of road T. L. with trolley. Go through Woodlawn Beach. At fork bear right; sharp S turn; cross bridge and at fork bear right. On through Wanakah, and at next fork bear right, follow poles and bear right again at next fork. Ahead into

EVANS CENTER (25 miles).

Cross iron bridge and on through Farnham. Pass hotel on right; block beyond T. R. End of road, curve right down hill; at cross road T. L. Bear right over bridge; at fork bear left with poles; at next fork bear right with poles. On into

SHERIDAN (41.4 miles).
Over railroad (Sheridan Station); at fork bear left, pass two cross roads; then over railroad and through Fredonia; through Brocton. On through Portland into

WESTFIELD (62.2 miles).

Cross trolley and railroad, over bridge, then up grade. At fork bear right; cross railroad at Ripley Crossing, then bear left. Through Ripley into

STATE LINE (72.8 miles).

Sharp left curve down hill. At fork half way up hill, curve right. At next fork bear left and on through North East and Harbor Creek. T. L. over trolley and two railroad crossings, then bear right through Wesleyville into

ERIE (91.8 miles).

National Hotel on left. Up long grade; at fork bear right into

KEARSARGE (95.4 miles).

Take sharp right curve with trolley, and up long grade. On through McKean into

EDINBORO (110.2 miles).

At fork bear left; over trolley crossing; curve sharp left over two trolley crossings and bridge over French Creek. Leave

trolley and ahead on McClellan's St. T. R. into Main St.; cross bridge over French Creek, taking left fork; at end of bricks T. L. on Spring St.

CAMBRIDGE SPRINGS (117.4 miles).

Leaving Hotel Rider go down Ross Ave. to end. T. R. on Spring St.; bear left at depot on Venango Ave.; up long grade, over trolley crossing and straight ahead. At fork bear right through Venango. T. L. with trolley; over railroad crossing, and immediately take right fork; over railroad crossing and two trolley crossings through Eagerstown. Over bridge and bear left into

MEADVILLE (132.2 miles).

T. L. on Water St.; T. R. on Mercer St., over railroad crossings, and bear left with trolley. At fork bear left; at next fork bear left, and two-mile climb. Pass crossroad, over bridge and through Custards and Sheakleyville. Down grade, sharp S turn, and at fork bear left; at next fork bear right through Mercer.

LEESBURG (168.5 miles).

Pass three crossroads and on through Harlansburg. Over bridge; sharp left turn. At fork bear right, through Portersville. At fork, leaving town, bear right up hill and on through Middle Lancaster. At crossroad T. L. into

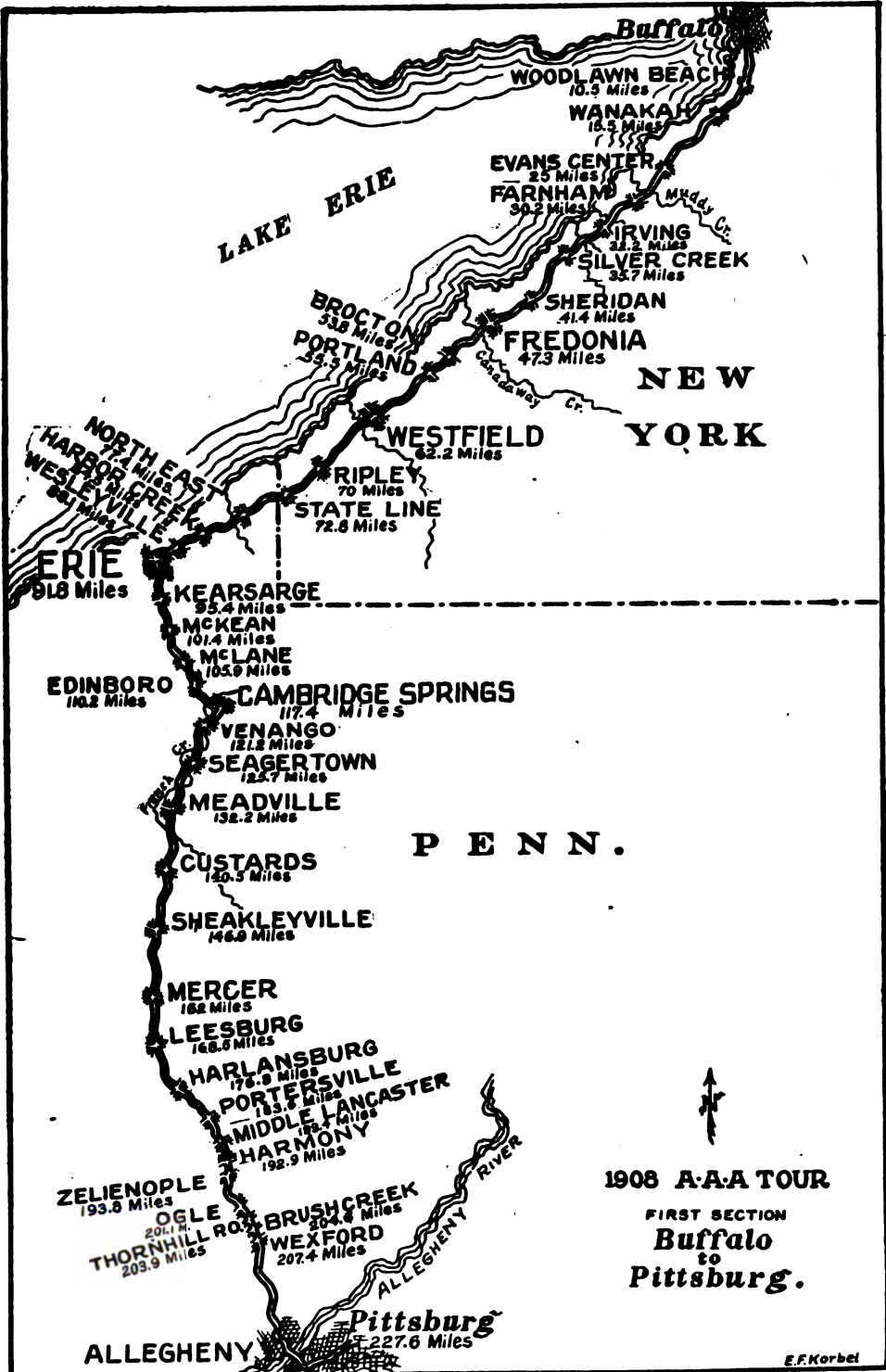
HARMONY (192.9 miles).

Beam Hotel on right. At fork bear right; T. L., and on through Zeliebople. At fork bear right with poles; at next fork bear right, and on through Ogle. Continue through Bush Creek. At fork, bear right, and on through Wexford; at fork T. L., leaving plank road; Keown's Hotel on left at turn. At next fork bear right; then over railroad, and at next fork bear right. Horseshoe curve; on along brick pavement with trolley and later asphalt (East St.). At next fork bear right, and T. R. on North Ave. with trolley; pass park on left and T. L. on Federal St. with trolley. Go over Sixth St. bridge over Ohio River. T. L. on Liberty Ave.; T. R. on Seventh Ave.; T. L. on Grant Boulevard and at fork bear left, Grant Boulevard; at next fork bear right, G. B.; at next fork bear left, C. B.; then T. L., G. B., and T. L. to Schenley Hotel,

PITTSBURG (227.6 miles).

CAFE DES BEAUX-ARTS
NEW YORK'S ELITE RESTAURANT
80 West 40th Street

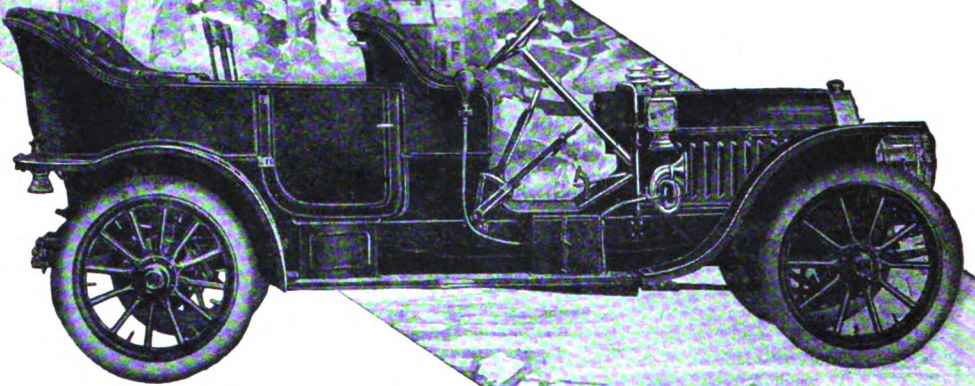
CHATEAU DES BEAUX-ARTS
On Huntington Bay, L. I.
An Ideal Rendezvous for Automobileists and Yachtsmen



BONDS FOR TOURING IN CANADA

WILLIAM A. BIRD
596 Elliott Square, Buffalo, N. Y.

Peerless



1909 PEERLESS CARS

Model 19 Four Cylinder Thirty Horse-Power
Touring Car Price, \$4,300

Model 25 Six Cylinder Fifty Horse-Power Touring
Car Price, \$6,000

PEEERLESS cars will be manufactured in two models during the 1909 season. These cars are similar to the corresponding 1908 models. The improvements and slight changes may be regarded as the expected results of experience combined with a constant effort to keep the Peerless ahead of its class.

The high state of perfection reached represents the steady progress of many years and demonstrates that each new model, though improved and better, is not revolutionary in type nor essentially different from its predecessors.

The new models are now offered for early fall delivery.

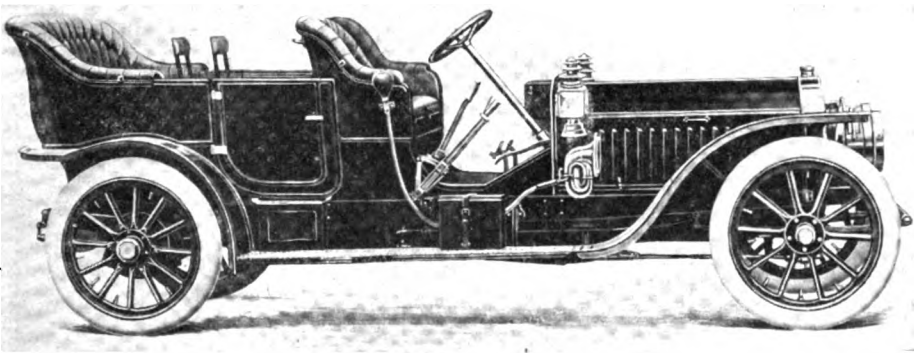
*Write for new Booklet E describing
the new features on the 1909 Models*

The Peerless Motor Car Company

2463 East Ninety-third Street

Cleveland, Ohio

Mention "Automobile Topics" when writing.



MODEL 25 PEERLESS

Peerless Cars for 1909

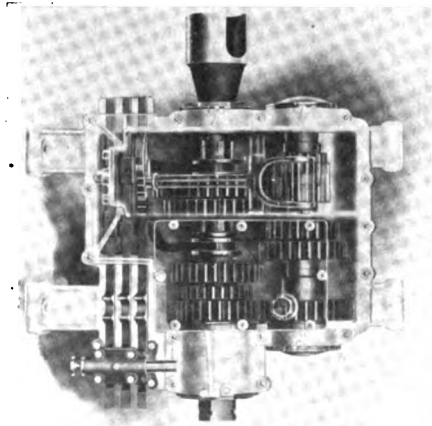
Two models will be manufactured by the Peerless Motor Car Company of Cleveland, Ohio, for the season of 1909, to be known as Model 19 and Model 25. The former is rated at 30 hp. and is a four-cylinder car, while the latter is rated at 50 hp. and has six cylinders. These two models will be ready for delivery early in September.

The changes for 1909 cars are in no way radical, but are such as to secure a refinement and improvement in some respects of the already satisfactory 1906, 1907 and 1908 Models. Refinements of all parts is claimed to make the 1909 Peerless Models the most silent and most comfortable riding cars on the market.

The principal changes are: An increased wheel base, which provides for a greater distance between the dash and front seats, for a slightly lengthened engine hood and allows for setting the radiator further back on the frame than on the 1908 Models; improved front and rear fender design, with increased clearance for wheels; new adjustable universal shaft connections between clutch and transmission; improved universal propeller shaft driving joints, as well as a new and improved universal coup-

ling between live axle and differential; a new style silent running water pump; a new method of lubrication.

Especial attention has been directed to the design and construction of each one of the universal driving joints throughout the car, and important improvements have been achieved, both



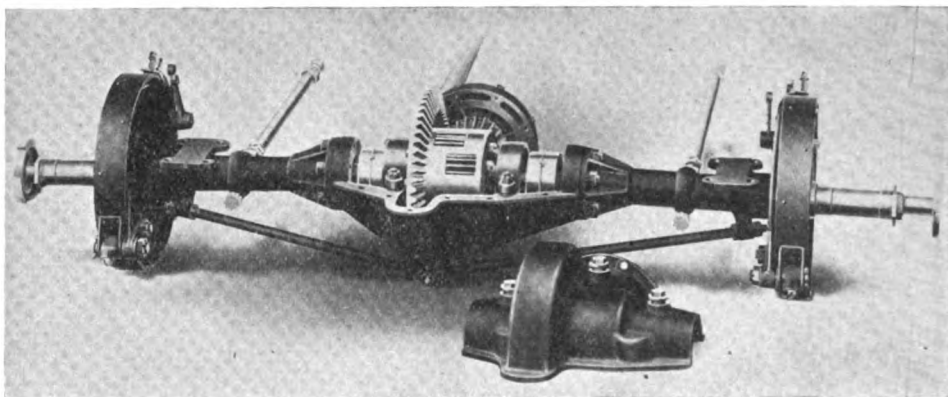
CHANGE SPEED MECHANISM

in respect to strength and wearing qualities.

The cylinder dimensions for the new Models 19 and 25 are $4\frac{7}{8}$ inch bore and $5\frac{1}{2}$ inch stroke. The cylinders are cast in pairs, with offset intake and exhaust

valves on opposite sides, and are carefully bored, reamed, ground and then lapped out with a special polishing preparation with pistons and rings in place.

Models 19 and 25 may be equipped with limousine or landaulet body, which is interchangeable with the standard touring body. Both limousine and lan-



REAR AXLE CONSTRUCTION.

all of which secures perfect compression.

The body is the Peerless type, the rear seat being wide, the tonneau long and spacious. There is ample room for carrying five people comfortably in the tonneau. Seats have been designed of the folding type, which are practical and comfortable, and are very easily removed. A new patented door latch provides a simple and easy method of opening the door from the tonneau seat.

daulet will carry five people comfortably seated inside. Models 19 and 25 may also be equipped with body of the roadster type. Roadster bodies, however, are not interchangeable on chasses equipped for touring, limousine or landaulet bodies.

The standard color for touring car will be maroon with lighter red running gear. Other color designs will be furnished only when ordered, and will require five to six weeks for delivery.

Big Shops to Build Motor Railway Cars

A dispatch from the Union Pacific headquarters at Omaha, Neb., announced the immediate building in that city of big shops for the construction of the new McKeon gasoline motor cars. The motor car company will be an entirely distinct company from any of the present Harriman property and will not be tied to the Union Pacific as was expected. Forty of the gasoline cars have been built in Union Pacific shops in Omaha in the last two years and are now running on railroads in

different parts of the country. When completed the new shops will employ 2,500 workmen.

Walter A. Woods, formerly general manager of the Cleveland Motor Car Company, is no longer with that concern.

The J. L. Clark Carriage Co., Oshkosh, Wis., will begin the manufacture of automobiles.

Kelsey to Drive Maxwell Challenger

In consequence of their decision not to participate in the A. A. A. tour this year, the Maxwell-Briscoe Motor Co. has issued a \$2,500 challenge to the Glidden trophy winner. They propose an endurance run from New York to San Francisco, to take place between the Glidden winner and a Maxwell car. They believe that this will be a better test than the tour itself, and are giving wide publicity to their offer to enter such a contest.

The car which will enter in this contest is a Model D Maxwell touring car. The cylinders of the motor are $4\frac{1}{4} \times 4\frac{1}{4}$, developing 24-30 hp., and the engine is cooled by thermo-syphon system, which is absolutely automatic in operation and requires no pump. The price at which the car is sold to the public is \$1,750.

C. W. Kelsey who won the Deming trophy in the Glidden tour of 1906, will drive the Maxwell challenger from New York to San Francisco.

The Value of Time

An incident illustrating how valuable at times may be the removable rim, carrying an already inflated tire, occurred during the Glidden tour, when the Red Cross car sustained a puncture. It happens that it is one of several cars in the tour fitted with Fisk removable rims

and a change was effected in two minutes and fifteen seconds, and the car rolled along on hard tires again instead of being delayed half an hour or more. A little further on this time saved proved precious, for a man with hands badly burned was waiting for the doctor in the Red Cross car.

Brandt at Cadillac Helm in New York

E. H. Brandt has been made New York representative for the Cadillac Motor Car Co., and is temporarily located at 1649 Broadway. Permanent quarters with adequate facilities will be secured and a permanent branch established. In the capable hands of Manager Brandt, who is well known in the trade, the entire Cadillac line is certain to get its full share of New York business.

New White Bulletin is Out

White Bulletin No. 15 has been issued by the White Company. It describes and illustrates recent performances of White cars and events in which they figured, the whole making an attractive pamphlet of 25 pages. The first page contains a picture captioned "Fleet Day at Oakland," showing the arrival of Admiral Evans's fleet in San Francisco Bay and the procession in automobiles which accompanied it.

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Reasons, Real and Alleged

What the automobile world had been waiting for, viz., the real explanation of the rejection of the Ostend rules for racing cars, and the adoption of antiquated regulations for the 1908 Vanderbilt Cup race, has at last appeared. Well informed persons knew, of course, that there was a reason and that there was behind it a certain amount of plausibility. But up to the present time that reason has been carefully concealed, and the most active advocates of the A. A. A. have pointed to the alleged absence of notification as the real reason why the Ostend rules were not given consideration.

In a long letter to *Les Sports*, that many-sided person, A. G. Batchelder, discusses the much discussed affair. Putting to himself the hypothetical question whether, if he were a French maker, he would enter a car in the Vanderbilt race in spite of the fact that by so doing he would incur disqualification from all European events—a question which he answers in the affirmative—the writer says:

“If the American Automobile Association had participated with voice and vote in the International Congress there would be no question at all that it should accept the regulations adopted by the majority.

“We positively refuse to be placed in a false position, and consequently desire that all the facts in the case be made public. It is certainly an anomaly for the directing organization of a country to find its place in the International Congress

occupied by a single club, which, now having withdrawn from the A. A. A., cannot exercise its jurisdiction over any races except those of its own organizing.

"It may be added that it seems that this club has, for one reason or another, been guilty of negligence, at least in the transmission of international correspondence of the A. A. A. I believe that international races are excellent things for sport and industry, but, under existing circumstances, the A. A. A. can assume no obligation to a congress in which it was not represented, nor can it understand either, how such a congress can put a ban on one of its races.

"This article is already too long, but I must reiterate the impossibility of our accepting the international regulations of the Cup for 1908. American manufacturers had prepared for a race in 1907, but it could not be run because we had no guarded circuit. Then, consider our financial depression and you will understand the situation in which we were placed. Remember, too, that whatever had been the expense to American manufacturers, who are represented on our sporting committee, we should have accepted the international regulations had it been proved to us that the club had sufficient authority to enter us among recognized automobile clubs.

"As regards the cars of 1907 and those that are now under construction for the Vanderbilt Cup race on the 24th of next October, my patriotism might induce me to say: 'They have a good chance against the cars of the Grand Prix of 1908,' but, if I had to bet, my deliberate judgment would oblige me to place my money differently, since it is now proved that the cars of 1908 of limited bore are faster than those of 1907 with bore unlimited (except when this is prevented by their reduced consumption). It is with regret that I, as an American, admit that, as regards the preparations for the race, much remains for us yet to learn. And now, knowing what I know, were I a European manufacturer I should not be at all afraid to take part in the Vanderbilt Cup race with my Grand Prix car. I would no longer aid in pulling chestnuts from the fire, for it would be all the same to me whether a simple New York club did or did not succeed in keeping up and paying for a costly club house.

"I, like all other manufacturers, would run my car in my own interests, since it is a question of a commercial race, as every one knows."

There are three interesting items in this letter—interesting because of their lack of harmony. The first is the assertion that if the A. A. A. had participated, "with voice and vote," in the Ostend Congress the ruling would have been accepted. The second is the statement regarding the "impossibility" of accepting the rules, owing to the fact that American cars had been built conforming to the previous regulations and new ones could not be prepared. Finally, the old charge is made that the A. C. A. was negligent in not notifying the A. A. A. of the Ostend rules. This charge is refuted by the A. C. A. statement elsewhere.

The A. A. A. is not happy in the choice of Mr. Batchelder as its spokesman.

YEAR BOOK, 1908

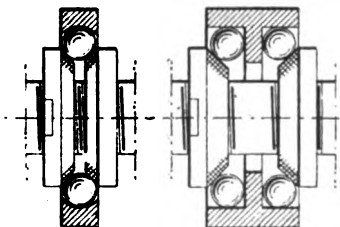
INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 12)

B

Bearing, Three-point.—A ball-bearing in which each ball bears at three points. The accompanying figures represent the two forms in which such bearings may occur. The first comprises two rows of balls bearing by two points against the



cup and by one point against a regulatable cone. The second comprises but one row of balls bearing by one point against the external cup and by two points against two regulatable cones situated on each side.

Burr.—A term applied to various tools employed for abrading or drilling purposes, for example, to a fluted reamer; to mortising-chisel of L-section; to a small circular saw; to a riveting-burr; to a blank punched from a sheet of metal.

C

Castings, Mitis.—Castings made by fusing wrought iron with a trace of aluminum, and pouring into a mould of special construction. Castings made in this way have all the properties of a forging.

Compound-wound.—Said of a dynamo in which there are both series and shunt coils.

Coupling, Loose.—A coupling which can be readily disengaged and thrown out of gear.

D

Differential-winding.—See Winding. Differential.

Distress.—Excessive strain in a structure caused by undue loading.

Divided Bearing.—See Bearing, Divided.

Divided Pitch.—See Pitch, Divided.

Dynamogene.—In the Mors cars, an apparatus fitted to the dash and the function of which is to carburet air and gasoline vapor after the manner of a surface carburetter. See Starters, Automatic.

F

False Key.—See Key, False.

Fan-cooling.—See Cylinder-cooling.

Filler.—A name for any one of a great number of substances mixed with rubber for various purposes.

Fuel Efficiency.—See Efficiency, Fuel.

H

Heat, Dynamical Equivalent.—It is found by experiment that one calorie, if entirely converted into work, will yield very nearly 42,000,000 ergs (See Erg). Expressing the same result in engineer's units, we find that the heat necessary to raise 1 lb. of water through 1°F., if entirely converted into heat, is equivalent to 778 foot-pounds.

K

Key, False.—A key consisting of a round pin driven into a hole drilled parallel with the axis of a shaft, half of it being in the shaft and half in the boss of the wheel which has to be keyed on.

L

Lap-wound.—See Winding, Lap.

Load, Permanent.—The constant work performed by a motor.

Loop-wound.—See Winding, Lap.

Loose Coupling.—See Coupling, Loose.

M

Mhometer.—An instrument for measuring conductivity. See Mho.

Mitis Castings.—See Castings, Mitis.

Modulus.—A number, co-efficient, or quantity that measures a force, function or effect. For example, the modulus of elasticity is a number determining the extension or change of form of a body under the influence of a stretching or distorting force. The modulus of a machine is the ratio of the work done in driving a machine to the work done by the machine at its working points.

P

Paste.—The active material (lead oxide) applied to the plates or grids in a storage-cell or accumulator. See Cell, Storage.

Pasty.—A term applied to iron when it is in a viscous condition. Such state is made use of in forging, when wrought iron is dealt with; but cast iron which passes through a pasty condition in melting or solidifying is inferior to that which becomes fluid at once.

Pendulum Governor.—See Governor, Pendulum.

Permanent Load.—See Load, Permanent.

Pitch, Divided.—The distance from one thread to the next in a multiple-threaded screw.

Potentiometer.—An instrument for the comparison of electro-motive forces by balancing them against the potential differences between two points in a conductor of considerable resistance, through which a steady current is flowing.

R

Ratio of Expansion.—See Expansion, Ratio of.

Reaction.—The equal and opposite force exerted on an agent by the body acted upon, and lasting no longer than the action which induces it. In this sense, action and reaction are really aspects of the same thing.

Resistance, Virtual.—The same as impedance, q. v.

Rolls.—The iron or steel cylinders, plain or grooved, between which bars and plates of iron are formed by passing a mass of iron between them. There are three classes of rolls: "puddling rolls," consisting of a train of two pairs of blooms, and often called the forge train; "mill rolls," which produce finished merchant iron from billets; and "plate rolls," specially intended for rolling boiler and other plates.

Rubber, Recaimed.—Reclaimed rubber is now used in large quantities and affords a perfectly safe method for the production of rubber goods at a moderate cost. Old rubber goods are collected and treated by one of several processes, which remove not only the dirt and fabric, but also a portion of the sulphur used for its original vulcanization. The rubber is ground into a fine powder, then sheeted, and sold in various grades according to the class of material from which it was made.

S

Series-wound.—A form of dynamo in which the whole current produced passes round the coils of the field magnets, which consist of relatively few turns of wire of large section. The coils of the field-magnets thus form part of the main circuit. The motors used in electric carriages are generally series-wound.

Shunt-wound.—A form of dynamo in which the coils of the field-magnets consist of a large number of turns of somewhat fine wire connected to the terminals of the machine in such a way that a portion of the main current passes round them, that is to say, the coils form a shunt to the main circuit. See Shunt.

Sunk Winding.—See Winding, Sunk.

Sustentation, Plane of.—See Plane of Sustentation.

T

Tandem.—In the same line. In electricity: in series, opposed to abreast.

Three-point Bearing.—See Bearing, three-point.

Tightening Pulley.—See Pulley, Tightening.

Tuyere.—The pipe or nozzle through which air is forced into a furnace, cupola or forge.

V

Virtual Resistance.—See Resistance, Virtual.

W

Wattage.—A term which is erroneous when it is used instead of "electric power," but correct when used in the sense of "number of watts." "Wattage=80" is equivalent to "power=80 watts."

Windage.—The free space between some piece and the socket in which it

fits. 2. The air-cap between the armature and the pole-piece of a dynamo.

Winding.—The manner in which the wire is wound in a coil. See Coil.

Winding, Compound.—See Compound-wound.

Winding, Differential.—The winding of two insulated wires, through which currents flow in opposite directions, so that they, side by side, produce no inductive effect.

Winding, Lap or Loop.—A method of winding the armature of a dynamo in which all the windings lie on the outside of the core. The elements or loops are so arranged as to overlap one another.

Winding, Series.—See Series-wound.

Winding, Shunt.—See Shunt-wound.

Winding, Sunk.—Conductors laid or wound in slots or grooves in the surface of an armature.

CONTEST SECTION

Endurance Runs

BROOKLYN, N. Y.

Long Island Automobile Club's two-day endurance run, May 30 and 31, 1907.—Summaries: Brooklyn Life Trophy (cars costing up to \$1,500).—Tie between 10 hp. Cadillac, driven by Joseph D. Rourk, and 16-20 hp. Maxwell, driven by I. C. Kirkham. Brooklyn Eagle Cup (cars costing from \$1,500 to \$3,000).—Three-cornered tie among 25-30 hp. Pope-Hartford, driven by C. G. Arnold; 35-40 hp. Oldsmobile, driven by Roy E. Pardee, and 24-28 hp. Columbia, driven by E. H. Barnum. Shinnecock Hills Cup (cars costing \$3,000. upward).—Five-cornered tie among the 50 hp. Pope-Toledo, driven by A. N. Wilcox; the 40 hp. Winton, driven by Charles Carlson; the 40-45 hp. Matheson, driven by Robert G. Kelsey; the 30 hp. Packard, driven by S. H. Burnes, and the 40-45 hp. Pierce-Arrow, driven by A. B. Coles.

CHICAGO, ILL.

Chicago Motor Club's three-day endurance run, Nov. 26, 27 and 28, 1907.—Summaries: Haynes, 0; Pierce-Arrow, 2; Oldsmobile, 6; Rambler, 8; Auburn, 10; White, 12; Locomobile, 14; Studebaker, 16; Kisselkar, 18; National, 26.

HARRISBURG, Pa.

Motor Club of Harrisburg's two-day endurance run, May 6 and 7, 1907.—Summaries: Touring car class.—60 hp. Thomas, perfect score; 45 hp. Pierce, perfect score; 30 hp. White, perfect score; 30 hp. White, perfect score; 40 hp. Pullman, perfect score. Runabout class.—30-35 hp. Stoddard-Dayton, perfect score.

NEW YORK, N. Y.

New York Motor Club's endurance run from New York to Albany, June 6, 1907.—Summaries: Touring class.—Corbin, perfect score (disqualified); first place awarded Lozier, 15 points penalization. Runabout class.—Haynes, first place.

NEWARK, N. J.

New Jersey Automobile and Motor Club's 24-hour road endurance run, Nov. 15 and 16, 1907.—Penalizations were as follows: 50 hp. Matheson, 0; 50 hp. Haynes, 0; 30 hp. Oldsmobile, 0; 40 hp. Locomobile, 0; 40 hp. Ford, 0; 28 hp. Franklin, 0; 50 hp. Thomas, 0; 10 hp. Cadillac, 3; 40 hp. Oldsmobile, 12; 30 hp. Autocar, 76; 24 hp. Mitchell, 80; 20 hp. Mitchell, 83; 35 hp. Grout, 107; 20 hp. Mitchell, 115; 50 hp. Marmon, 341; 25 hp. Cadillac, 1,008.

NEWARK, N. J.

New Jersey Automobile and Motor Club's three-day endurance run, May 30, 31 and June 1, 1907.—Thirteen perfect score cars finished as follows: Matheson, Stoddard-Dayton (2), Corbin, Buick, Oldsmobile, Grout, National, Knox, Jackson, Winton, Dragon, Autocar.

PHILADELPHIA, Pa.

Quaker City Motor Club's two-day endurance run, Jan. 1 and 2, 1908.—Summaries: White, 0; Peerless, 0; Studebaker, 0. A run-off of the tie resulted as follows: White, 1; Peerless, 9; Studebaker, 27.

PHILADELPHIA, PA.

Quaker City Motor Club's two-day endurance run, Jan. 1 and 2, 1907.—Penalizations were as follows: Runabout class.—Autocar, 5 points. Touring car class.—Stevens-Duryea, 0 points; Oldsmobile, 2 points; Lozier, 3 points; Studebaker, 16 points; Oldsmobile, 48 points; Locomobile, 53 points; Cleveland, 116 points; Thomas, 191 points; Cadillac, 210 points; Stearns, 324 points; Frayer-Miller, 200 points.

Hill Climbs

NEW YORK, N. Y.

Fort George hill climb, under direction of Metropolitan Automobile Association,

August 3, 1907.—Summaries: Class A.—6 cyl. Stearns, Frank W. Leiland, 28 1-5s.; 60 hp. De Dietrich, W. Manna, 40 1-5s.; 50 hp. Simplex, Al. Poole, 43 4-5s. Class B.—55-60 hp. Stearns, W. A. Tilt, 32 2-5s.; 30-60 hp. Stearns, A. J. Packard, 35 2-5s.; 30-60 hp. Stearns, W. J. Fickling, 38 1-5s. Class C.—30 hp. Stevens-Duryea, P. J. Robinson, 36 1-5s.; 35 hp. Pennsylvania, R. T. Peckham, 41 1-5s.; 30 hp. Clement, H. A. Van Tine, 41 2-5s. Class D.—30 hp. Pope-Hartford, Philip Hines, 39 3-5s.; 24 hp. Corbin M. Downer, 46 3-5s.; 30 hp. Pope-Hartford, J. P. Grady, 48 4-5s. Electric class.—Only one starter—H. E. Wagner, Babcock, 1m. 57 4-5s. Special Race for Stearns cars.—Won by W. A. Taft, 44 4-5s.; W. J. Fickling, second, 38 4-5s. (gave 10s. handicap to other cars).

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News Notes

Benjamin Briscoe's challenge for an endurance run, under 1907 Glidden Tour Rules, from New York to San Francisco, in which a Maxwell car is to compete against the winner of this year's Glidden tour, is attracting widespread attention. and incidentally throws an interesting sidelight upon the importance of the cars of moderate price, such as are manufactured by the Maxwell-Briscoe Motor Company.

Motorists of considerable experience confirm that on a prolonged tour the car of light weight has a decided advantage over the heavy and high-powered one, not to speak of the much lower cost for fuel, tires and general upkeep. The fact, for instance, that the Maxwell-Briscoe 24 hp. challenger might be called upon to compete against a 60 hp. car, has little terror for the lower-powered competitor, because it will be able to pit against the greater speed of the higher-powered vehicle its own greater ability to skim over bad places and to negotiate muddy roads out of which the heavier car can extricate itself only with difficulty.

Work on the 1909 output of the the Acme Motor Car Company has engrossed the attention of the designer and factory superintendent at the company's plant at Reading, Pa. Experiments with radical departures in the ignition and carburation of the new Acme cars have been made and a number of interesting tests have been put through during recent weeks.

But in spite of these radical efforts, it has been determined to continue construction of Acme cars on much the same lines as the very successful method which has been in force since the first of the present year. The developments of the six-cylinder idea has been very successfully carried out by the Acme company without much "fuss," and the results achieved have been such as to warrant the belief that the demand for dependable cars of this description is likely to be continued as a feature of the next selling season. Therefore the Acme company will continue to make the Sextuplet, which has been the feature of their output during 1908, and may increase the number of their models by adding a small six.

Ray McNamara, who so successfully drove the official Premier pathfinder while laying out the A. A. A. 1908 route with Secretary Dai H. Lewis last May, switched off from the Premier Century to the Premier pilot car at Buffalo, after having completed 38 consecutive centuries aggregating 4,290 miles. This distance was covered over all sorts of roads and hills in the States of Illinois, Indiana, Ohio and New York, with a full load of passengers regardless of weather conditions. He was succeeded at Buffalo by George Preston, of Boston, who will drive it through to Saratoga as

Watch the official weather reports

Partly cloudy to-night; Wednesday showers. East to southeast winds, mostly light to fresh.

Washington, D. C., June 23, 1908.

EASTERN NEW YORK: Local showers this afternoon or to-night, except fair in extreme south portion; Wednesday partly cloudy, probably showers in west portion; variable winds.

EASTERN PENNSYLVANIA: Continued warm and generally fair weather to-night and Wednesday, except possibly local showers this afternoon; Wednesday in north portion; variable winds.

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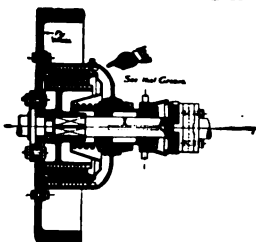
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an official A. A. A. press car, carrying four passengers. At Bedford Springs the odometer registered 4,640 miles, which includes the 346 miles covered in the regular runs of July 9, 10 and 11 from Buffalo to Bedford Springs. At Saratoga this car will resume its daily century run through several different States till the new world's 10,000-mile reliability record shall be completed on or about September 8. Not a single adjustment, repair or replacement has so far been made to the mechanism of the car. Even the air and needle valves of the carburetter have responded perfectly to the needs of the varying altitudes of the Alleghenies and cross-country rough and hilly roads.

The capital stock of the Tennant Motor Limited, Chicago representatives of the Peerless line, has been increased from \$7,500 to \$60,000. This agency reports having already sold 16 Peerless cars for 1909 delivery.

INCORPORATIONS

San Diego, Cal.—Tibbals Auto Supply Co., with \$10,000 capital. Incorporators: W. L. Tibbals, L. H. McGowan and A. J. Scherer.

New York, N. Y.—Fisk Rubber Co., with \$5,000 capital. Incorporators: William G. Philippean and Alfred N. Mayo.

New York, N. Y.—Murray Hill Garage Co., with \$25,000 capital. Incorporators: W. A. Mayou, S. C. Conger and J. S. Kieth.

Wheeling, W. Va.—Triumph Automobile Tire Co., with \$1,000,000 capital. Incorporators: Henry E. Keys, Charles O'Deer, W. E. Johnson, C. K. O'Hara and K. P. Stewart.

Chicago, Ill.—Economy Mfg. Co., with \$2,500 capital. Incorporators: F. W. Detray, W. Demms and A. M. Searles.

Dallas, Tex.—Dallas Motor Car & Transit Co., with \$6,000 capital. Incorporators: J. A. Bergfield, J. C. Hooper and J. H. Power.

Dover, Del.—Guaranteed Faultless Auto Tube Co., with \$1,000,000 capital. Incorporators: F. M. Co., with \$1,000,000 capital. Incorporators: F. N. Hipple, J. W. Ebbs and M. L. Ward.

Garwood, N. J.—Hicks Motor and Manufacturing Co., with \$25,000 capital, to manufacture dynamos, motors, etc. Incorporators: A. B. Grafy, H. E. Hicks and W. B. Elliott.

Camden, N. J.—Grant-Hoover Ball Co., with \$200,000 capital, to manufacture ball and roller bearings. Incorporators: R. H. Grant, L. J. Hoover and V. E. Frank.

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Automobile Calendar

- July 12-19-26.—Competition of flying machines at Spa.
- July 18.—Motorboat Race from Marblehead, Mass., to New Rochelle, N. Y.
- July 19.—Competition of spherical balloons at Brussels.
- July 20-21.—Dust Trials on the Brooklands track, England.
- July 23.—Mont Pilat Race, Automobile Club of Rhone.
- July 25.—Gasolene Consumption Trials of the Motor Cycling Club of Great Britain.
- July 25.—Hill-climbing Contest of the Automobile Club of Cheshire, England.
- July 25.—Hill-climbing Contest of the Automobile Club of Lancaster, England.
- August ...—Coupe de la Presse, by Automobile Club of France.
- August 1.—British International Trophy Motorboat Contest in Huntington Harbor, L. I.
- August 1-3.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.
- August 1-10.—Motor-Boat Week of Ostende, Ostende Yacht Club.
- August 9-16.—Motor-Boat Race from Paris to the Sea.
- August 12.—Ardennes Circuit Races and Coupe de Liedederke, Automobile Club of Belgium.
- August 14.—Third Annual Algonquin Hill Climb, under direction of the Chicago Motor Club.
- August 20-22.—Power boat races at Alexandria Bay for the Gold Challenge Cup.
- August 29-30.—Mont Ventoux Hill Climb.

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September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 4-5.—Reliability Trials of the Essex C. A. C. at Norwich, England, in connection with the R. A. C. provincial meeting.

September 5.—Provincial Meeting of the Royal Automobile Club at Norwich.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

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September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

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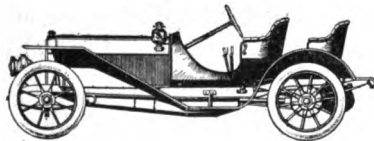


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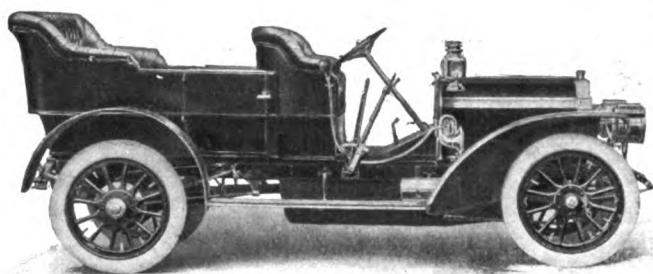
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Perfect Score In the Wilmington, Delaware, Sealed Bonnet Contest, held June 27th, a Studebaker "30" entered, finished with a perfect score.

Perfect Score In the Stroudsburg, Pennsylvania, Endurance Run, June 27th, the Studebaker "30" finished with a perfect score.

Studebaker Wins In the Hundred Mile Road Race at Portland, Oregon, June 4th, over a 14.6 mile course, the two Studebaker cars entered won first and second place in competition with ten other cars. The winning Studebaker covered the 100 miles in 2 hrs. 4 min. 8 sec.

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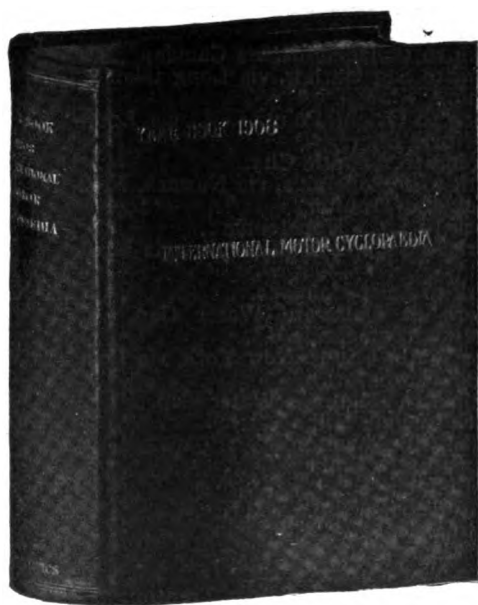
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- 153—Pine Hill to Binghamton.
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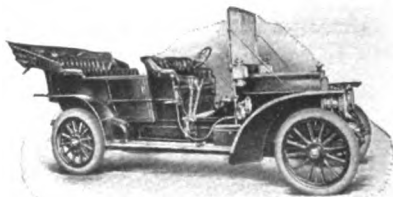
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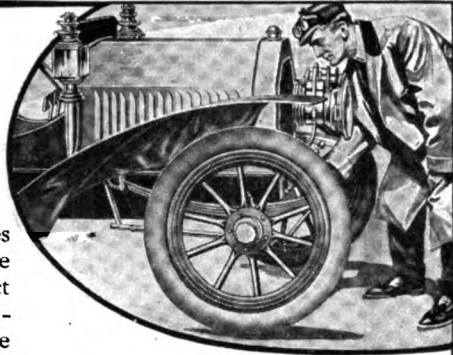
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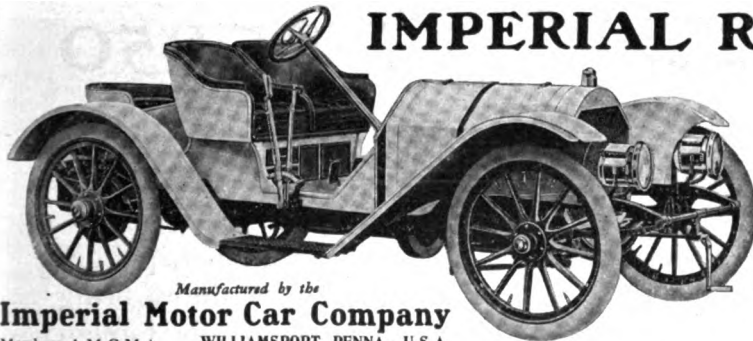


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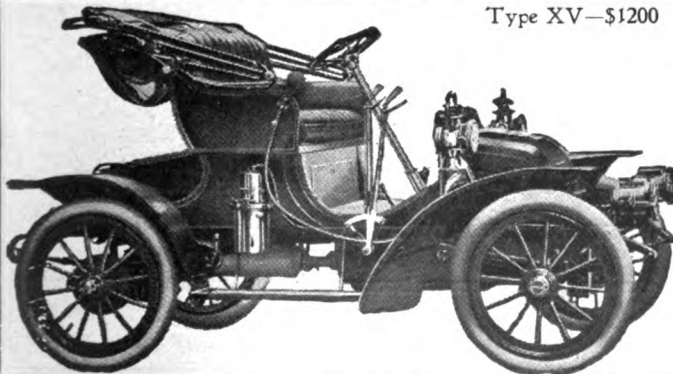


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Automobile Topics

Illustrated

Vol. XVI.

NEW YORK, JULY 25, 1908.

No. 16.

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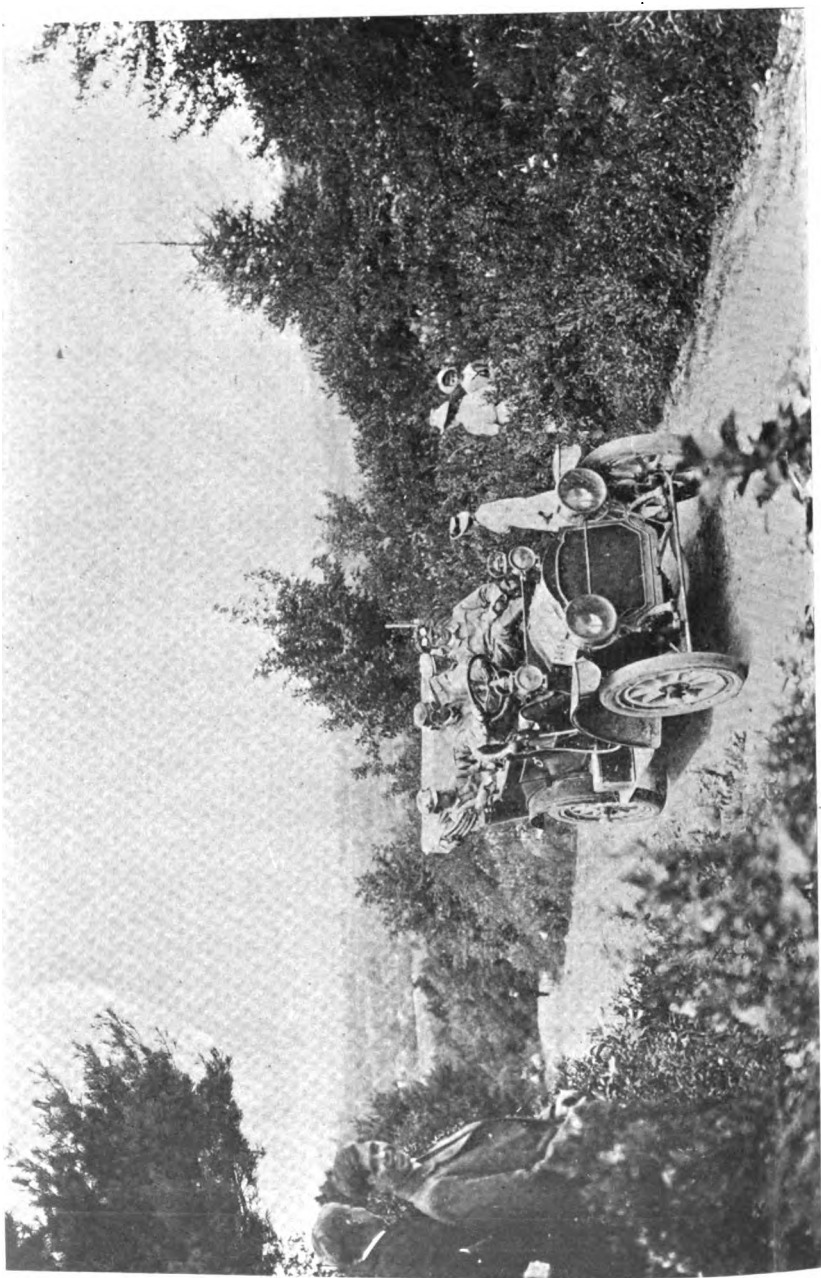
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THE A. A. A. TOUR—JACOB'S LADDER IN THE BERKSHIRE REGION

Automobile Topics

Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

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T O P I C S

One thing the growing use of the automobile as a universal touring vehicle is accomplishing is the opening up of sections of the country which have heretofore been accessible to and known by only a comparatively small number of people. Many of these beauty spots have been the resort of pleasure seekers for years, but the transportation method employed to reach them has usually been the prosaic railroad train. The destination reached, the visitor settles himself in one place, rarely going far afoot—or any other way. But the motorist is possessed of the wanderlust. He wants to be “hitting the trail,” as did the A. A. A. tourists after a two-days’ stop in Boston, no matter how comfortably fixed he may be or how pleasant his surroundings. The migrating habit is engraved, and while, like the bee which flies from flower to flower to taste the sweets they contain, he will stop to enjoy the charm of each particular beauty spot, he is soon ready to move on and explore the virgin country that is before him. The early tours of the A. C. A., the N. A. A. M. and the A. A. A. first propagated the roving spirit in motorists, and each year since has seen the increase of touring. Throughout the East great sections of ideal touring country have been opened up, and all summer long a steady stream of cars pours along the most traveled routes to the myriad New England, New York and Pennsylvania resorts. The best of it is that vast sections of the most charming country are still to be explored.

As was demonstrated in the practice work, the limiting of the piston area did not prevent an increase in the speed. Last year Nazzaro accomplished an average of

70.61 miles per hour for the entire run. For a single round to-day Salzer, on a Mercedes, averaged 78.5 miles, and the winner's average of 69.5 for the entire distance would have been miles ahead of a year ago. Thus says A. G. Bachelder, the editor, whose object is to prove that the Grand Prix cars, constructed in conformity with the Ostend rules, are *not* slower than their predecessors built when the old rules were in force. As the facts are dramatically opposed to Batchelder's conclusions, the result is rather ludicrous. Last year's unrestricted Grand Prix rules produced cars that made faster time in the race than this year's. That's all there is to it.

It would appear, in the absence of a denial from the A. A. A., that the A. C. A. did notify that body of the adoption of the Ostend rules. This puts a very different face on the matter.

A tour to the Rockies, with altitudinous Denver as the welcoming city, is the program for the 1908 A. A. A. tour. Like an advancing army, the adventurous motorists will go equipped with tents and camp out in the open when night comes. Fine idea, especially for the Westerner, who has heretofore had to follow the lead of the Easterner.

A scrutiny committee is to pass upon race sanctions issued by the A. A. A. What a bother these sanctions are! And the money they bring—blood money, it has been called! Why not cut out horse track racing and confine speed contests to roads?

It was easier for Sinbad the Sailor to shake off the Old Man of the Sea than it has been for the A. A. A. to drop the name Glidden from its annual tour. The persistency of Glidden is truly remarkable.

The gradual dwindling of the clean score teams and cars in the A. A. A. tour reminds one of the nursery rhyme about "ten little niggers." Scarcely a day passed without one being lopped off by some mishap, and thus put out of the clean score division.

The Seattle, Wash., Park Board has barred automobiles from Volunteer Park. The correspondent who reports the matter adds, however, that "special care was used in framing the ordinance to see that the use of the auto lawn mower and the steam roller in the park was not forbidden." How considerate!

Shakespeare didn't know anything about the A. A. A. tour, otherwise he wouldn't have been so sure about there being nothing in a name. For years it has been the "Glidden" tour, until some of us became rather weary of hearing the name. This year we started out with the grand flourish of trumpets to call the annual contest the 1908 A. A. A. Tour, or something similar; at any rate we were determined to change the nomenclature formerly prevailing and to have a new deal all round. We, ourselves, sang peans over the demise of the Glidden tour and felicitated ourselves and our readers on the fact that it was no more. In spite of all this the contest now drawing to an end has been known as the Glidden tour and will go

down into history as such. Habit grips us all, and we have gotten so much into the habit of saying Glidden tour that any other application seems strange and incongruous.

The law of averages has been very much in evidence during the A. A. A. tour. With a very close mathematical precision the percentage of cars dropped from the clean score class has corresponded with the percentage of the total distance traveled.

To the suggestion that the Grand Prix and similar races be dropped, France grits her teeth, cries no and prepares for revenge. Next year, is the cry, as it was after the 1907 race.

A raffle in which an automobile was to be the prize has been called off in a Wisconsin town because of conflict with the anti-lottery law.

In 1907 5,000 more horses were eaten in Paris than in 1906, the number slaughtered in the abattoirs of the city last year having been 49,298, and the quantity of meat furnished for the consumption of hippopagists having been 26,000,000 pounds. Is there a co-relation, it may be asked, between these continually increasing figures and the increase in the number of automobiles, as shown by the traffic of Paris? If so, the end of the sorse, so often predicted, is indeed approaching.

A famine in locomotive engineers is predicted. The son of a railroad president famous a couple of decades ago has engaged a real engineer to drive his automobile, taking him right out of the cab, and now the habit threatens to spread.

Patent medicine men in Wisconsin are finding the automobile very useful in making their rounds from town to town.

The number of Americans touring in France and other European countries this year is enormous. It has been estimated that 200 cars of one particular make are now in Europe en tour.

England has had a "real race" for lady drivers. It formed the feature of the July 4th meeting at the Brooklands track, and was participated in by about half a dozen fair and venturesome drivers. The English papers, and presumably the English public, take the race quite seriously and appear to consider it a desirable innovation.

Now there is a dispute as to which club first stationed men to give warning to motorists of the presence of speed-traps. Several claimants have already put in their pleas.

An enterprising Philadelphia paper shows a picture of "Charles Clifton" driving a Pierce car in the A. A. A. tour. Colonel Clifton's double presents a decidedly youthful appearance.

Fine Outlook for Vanderbilt Cup Race

An elimination race for American cars is likely to be necessitated in the Vanderbilt Cup contest, notwithstanding the fact that each country will be permitted to start 10 cars in the race itself. The entry list will probably be larger than ever before and will include a "substantial number" of foreign cars. Such is the belief of the Racing Board of the A. A. A., which met in New York on July 22 and gave out this information.

Announcement was made that work

on the Long Island Motor Parkway is progressing at a most encouraging rate, several miles having already been completed.

Applications for boxes and parking spaces are already being filed, and a letter was read from the Automobile Club of Hartford making requisition for fifty parking spaces. Advices have been received from many other clubs to the effect that they are contemplating tours to New York and Long Island at the time of the Cup race.

Want to Take Over Control of Racing

The movement among New York manufacturers and dealers to form an association to take over the control of racing, which has been talked of for some time, is nearing a head. Within the last fortnight there have been frequent meetings of nearly a score of makers, agents and importers, with a view to effecting an organization that will place automobile racing upon a better basis in this country.

This organization may be simply metropolitan in character, in which case the name to be selected is likely to be the New York Automobile Racing Club. There is, however, a possibility of national aims, in which case the title may be broadened by substituting "American" for "New York."

The objects of the proposed association are to lessen the number of race meets, to insure the safety of race curves, to provide more rational race classifications, to ensure the selection of competent officials and to lessen the expenses of competition. The new organization does not plan the promotion of meets, but its members will compete only at tournaments sanctioned by the club and which comply with all the conditions to be exacted by the organization.

The strength of the club will be appreciated when it is understood that the race movements of such cars as the Fiat, Renault, Isotta, Lozier, Apperson, Stearns, Simplex and Allen-Kingston are likely to be controlled by that body. A meeting to perfect the organization will be held within a few days.

To Scrutinize Race Sanctions

In order that all applications for sanctions may be carefully scrutinized, a special committee for this purpose has been designated by the A. A. A., consisting of Harry T. Clinton, Frank G. Webb and A. R. Pardington. Race meets will not be sanctioned except where competent officers are assured, and their appointment will be made a condition of the granting of the sanction.

The racing rules having been drafted by a committee whereon the automobile manufacturing associations were represented, and the necessity for their proper interpretation is essential in the satisfactory conduct of race meets, and it is apparent that this can only be secured by an insistence upon competent and unbiased officials, the announcement of the A. A. A. says in conclusion.

N. A. A. M. Supports A. A. A.

Whatever doubt may have existed—and there was very little real doubt—as to the attitude of the National Association of Automobile Manufacturers in the matter of supporting the American Automobile Association in its war with the Automobile Club of America was set at rest last week. The N. A. A. M. came out squarely in support of the A. A. A., approving of its refusal to amend the rules for the 1908 Vanderbilt Cup race to conform with the European rules.

The matter came up at a meeting of the executive committee of the A. A. A. held last week. The following statement relative to the matter was given out by the N. A. A. M.:

That the manufacturers of automobiles have taken and intend to maintain a very decided stand toward maintaining the supremacy of the American Automobile Association as the governing body in this country, was demonstrated at a meeting of the Executive Committee of the National Association of Automobile Manufacturers, Inc., held on Wednesday.

There were present at the meeting: Thomas Henderson, Winton Motor Carriage Co.; S. T. Davis, Jr., Locomobile Co. of America; G. W. Bennett, The White Co.; Charles Clifton, George N. Pierce Co.; Wm. E. Metzger, Northern Motor Car Co.; S. D. Waldon, Packard Motor Car Co.; W. R. Innis, Studebaker Bros. Mfg. Co.; C. C. Hildebrand, Stevens-Duryea Co.; L. H. Kittridge, Peerless Motor Car Co.; W. M. Lewis, Mitchell Motor Car Co.; R. D. Chapin, E. R. Thomas Detroit Co.; S. A. Miles, General Manager.

The matter came up, through a discussion of the action of the American Automobile Association at Buffalo on Tuesday, when it was determined that it would not be advisable or just to

change the rules for the Vanderbilt contest this year. The manufacturers not only adopted a resolution endorsing this action, but decided to advise the recognized clubs of Europe that the manufacturers regard and will recognize only the American Automobile Association as the governing body of the United States, and that they will support only such events as are organized or sanctioned by the A. A. A. The attention of clubs of Europe and of manufacturers, owners and drivers of cars will be called to the fact that participation in any other event will lead to disqualification, which means that offenders will be debarred, not only from the minor events, but from the Vanderbilt Cup race and from all events to be conducted on the Long Island Parkway, which, when completed, will no doubt be the greatest speedway in the world.

The committee considered a proposition to conduct a contest between New York and San Francisco; learned that the contest had not been sanctioned and would not be sanctioned without the consent of the manufacturers, and decided that such a contest is at present unnecessary. The same action was taken in the matter of certain proposed race meets in the neighborhood of New York which, according to report, certain promoters have decided to hold with or without sanction.

The method of space allotment at the Chicago show was discussed at length, but will form the subject of an all-day session on August 5.

New Six-Cylinder Thomas at \$3,000

A six-cylinder car, weighing only 2,000 lbs. and listing at \$3,000, will be placed on the 1909 market by the E. R. Thomas Motor Co. of Buffalo.

Court Says Owner Is Not Liable

An important and far-reaching decision was handed down this week by the Appellate Division of the Supreme Court of New York. According to this decision the owner of an automobile is not legally responsible for injuries inflicted upon a third person by the vehicle when his chauffeur is driving the car for his own uses without the owner as a passenger and with the owner's consent. In this ruling Judges Clarke, Ingraham and Scott concurred, while Judges Houghton and McLaughlin dissented.

George Cunningham sued Burton S. Castle for damages for injuries sustained in being run down by the defendant's automobile at Eighty-first Street and Central Park West on September 19, 1904. In the lower court it was shown that the automobile was being driven by Harry Boes, Mr. Castle's chauffeur, who had received the owner's consent to use the car for "an hour or two" for his personal pleasure or business. A jury awarded a verdict for the complainant. The decision on the appeal reversing that finding and ordering a new trial, read by Judge Clarke, held in part:

"It is urged that the automobile was a dangerous instrumentality, and that, having been intrusted to the chauffeur, the liability of the master still attached,

because of its dangerous character. The automobile is not necessarily a dangerous device. It is an ordinary vehicle of pleasure and business. It is no more dangerous per se than a team of horses and a carriage, or a gun, or a sailing boat, or a motor launch.

"If a gamekeeper had borrowed his master's gun and had gone from the estate on a hunting expedition of his own and had negligently shot a man, would the master be responsible because he was using that instrumentality, which might be dangerous if carelessly used, the gun?"

The dissenting opinion held in part:

"While a powerful automobile may not, strictly speaking, be deemed a dangerous instrument, it may become so if recklessly driven. They are so dangerous that the Legislature has prescribed that their ownership must be registered and the driver licensed, and that speed in different localities must be regulated. The defendant recognized this when he instructed his servant to be careful on the trip which he permitted him to make. If a railroad official should loan a locomotive to one of the company's engineers for the purpose of hurriedly visiting a distant locality it could hardly be said that the engineer alone would be liable for injuries inflicted upon third persons."

A Quest for New Touring Country

New touring ground is the object sought by those in charge of the official car of the Bureau of Tours of the Automobile Club of America, which vehicle is at present cruising around gathering new information through a country known for its scenic beauty, but where definite route information is sadly lacking.

It started out Sunday, July 19, for

Delaware Water Gap, crossed the Pocono Mountains to Scranton over a route little known and never before described. It went from Scranton to Binghamton over a route which, though often covered by automobiles, has never been written up, so that the general touring public knows little of this delightful region except what glimpses they get from the car windows of the D., L. &

W. R. R., which follows a portion of the route.

The route from Delaware Water Gap to Scranton through the Pocono Mountains, though on the whole it is considered good, yet there are spots that require attention to road surface. On the route from Scranton to Binghamton the first twenty miles is rough, stony and lilly, but the last forty miles is a very fine dirt road. All the hardships of the trip, however, are easily forgotten and forgiven when the delightful scenery along the route is considered. It will be hard to find a route in any direction from New York that brings one in such close touch with nature. It must not be understood that this route is at all extra-strenuous, only that the tourist

must be prepared to encounter some rather severe work for his car.

The Bureau of Tours car is at the present time at Watkins, N. Y. Report is sent in that the route from Binghamton to Watkins leaves little to be desired in the way of scenery and fair summer dirt roads. It is one continuous pleasure trip, and when one reaches the Glen Springs, the famed hotel located on the heights overlooking the quiet village of Watkins and the beautiful Seneca Lake, few can resist the temptation to tarry a day or more. The Bureau of Tours car will explore a new route across country to regions little known to automobile tourists, between Watkins and Richfield Springs, from whence it will make its way into the Adirondacks.

New Jersey Club Is Loyal to A. A. A.

Instead of being disgruntled and on the verge of withdrawing from the A. A. A., the New Jersey Automobile and Motor Club is a loyal supporter of that body. Reports of an impending break between the two organizations have been rife for some time, but they were put to rest last week when the A. A. A. gave out the following resolutions, which had been passed at a meeting of the Board of Trustees of the New Jersey Automobile and Motor Club on July 16:

Whereas, Statements have recently appeared in the press representing that the New Jersey Automobile and Motor Club was about to sever its relations with the Associated Automobile Clubs of New Jersey and also its relations with the American Automobile Association, and

Whereas, Statements have also appeared that this club was not in accord with the policy of the Associated Automobile Clubs of New Jersey in testing the constitutionality of the law, therefore be it

Resolved, 1st. That this club is, and always has been, loyal to the Associated Automobile Clubs of New Jersey and expects to remain so, believing that the funda-

mental principle of organization is absolutely necessary for the success of all undertakings.

2nd. That this club is in hearty accord with the management of the American Automobile Association and has no intention whatever of severing its relations with the association, but desires to co-operate with its efforts to better automobilists and automobile interests.

3rd. That this Board is in hearty accord with the proposed suit to test the constitutionality of the law, and to subscribe its necessary pro rata share of the expense of same in compliance with the wishes of the members of the club as expressed by a resolution unanimously passed at the annual meeting of the club on May 4, 1908.

First Car to Cross St. Gothard Pass

Percy J. Walker, a well-known amateur motorist of San Francisco, wrote to a friend in that city recently: "We are on the top of the Gothard, at the famous hospice. Ours is the first auto to cross the pass this year. There is lots of snow, but our car (a Thomas) ate the mountains up."

Clean Score Teams in A. A. A. Tour

AS AUTOMOBILE TOPICS goes to press the participants in the A. A. A. tour are just finishing their last day's run, having left Bethlehem, N. H., this, Thursday, morning en route for Saratoga. At that time three teams still had clean scores and were, consequently, tied for first place, viz., three Pierce cars, representing Buffalo; three Peerless cars, representing Columbus, O., and the Haynes-Oldsmobile team, representing Chicago. There were 27 cars with perfect scores—nine in the three teams referred to, 5 in the contest for the Hower trophy, and the remainder running for certificates. The details of the week's run follow:

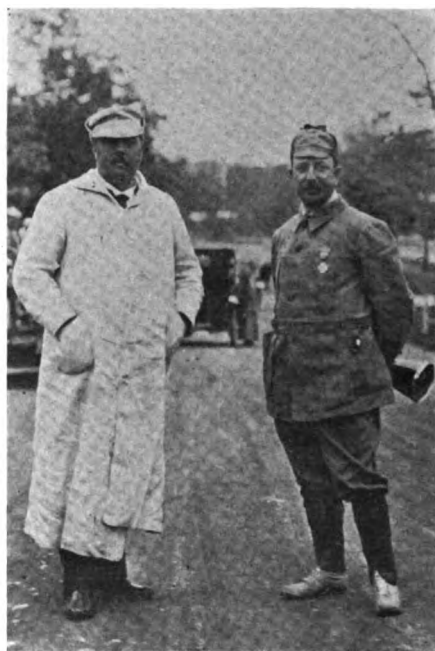
ALBANY, N. Y., July 16.—The official snub to the State of New Jersey and its much talked of justice to motorists today took realistic form when the Glidden tourists passed from Pennsylvania into New York State ready for a descent upon New England without passing through Jersey's Chinese Wall and paying tribute to the State.

The run of the day was a beautiful one, leaving as it did, the Kittatinny Mountains of the Blue Ridge, crossing into the Hudson Valley, up the west banks of that river, through the foothills of the Catskills and finally into Albany, a tour of 158.5 miles, with a schedule of eight and a quarter, calling for an average rate of 19.1 miles per hour.

In spite of the many predictions of the many cars that would fall by the wayside or on the bad turns, there was just one penalization; that, sure enough, happened on a turn. And, moreover, it took a clean score away from another team, for when the Premier touring car, driven by J. W. Morse, came rapidly up to one of the bad corners it overshot the turn and in trying to make it, a steering knuckle broke. No one was in danger,

but to fix it meant the use of a new part, and so the car was withdrawn. This lowered the score of R. M. Owen's Buffalo team to 666 2-3, and left five teams with perfect scores.

Aside from this the day would have been one of a simple pleasure tour, except for the fact that Ralph Estep, Jesse Lynch Williams and Tom Fetch started out early with plenty of paint and



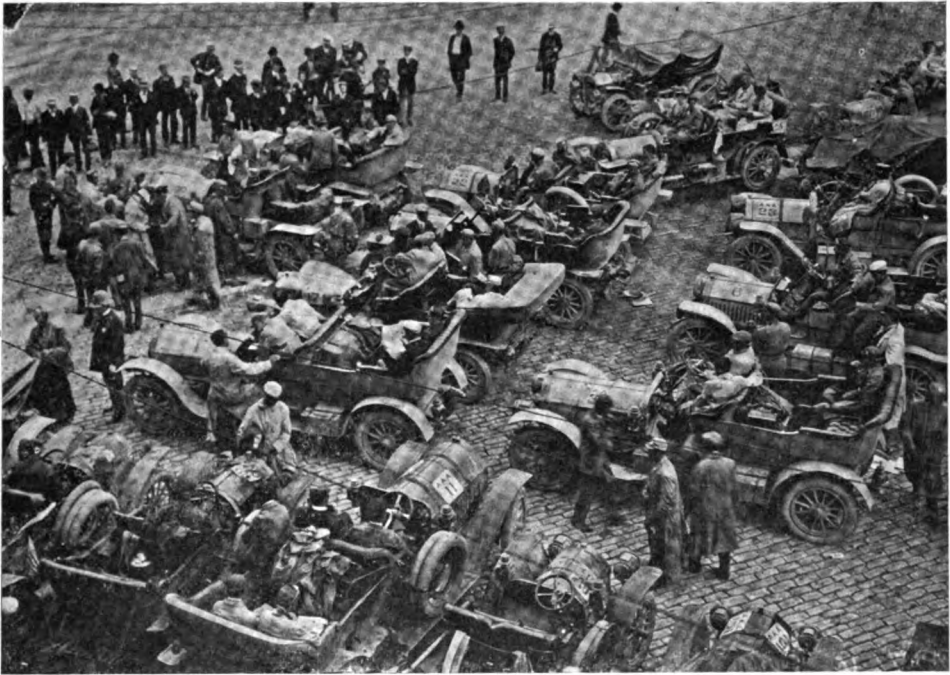
CHAIRMAN HOWER AND CUP DONOR
GLIDDEN

enough big cards to post along the way with apt hits at the tourists. One asked, "What would we do if something happened to Hower?" while a half-mile beyond came the answer, "What would we care." Then there was a sign at a lake for "Franklins to stop here for water." Then at a big water-break, so that tourists would read probably just after having been up in the air, in the terms of Hower, "I presume you are all

here." A great deal of merriment was occasioned in this way.

The contestants to-day bowled over the five State highways, as smooth as the top of a table, but the winding turns, "Hairpins" and "Devils' Elbows," bothered the drivers and tossed the tourists about in the tonneau. Then, too, the strong head wind used up gasolene very fast, besides retarding speed. Even in face of these conditions the machines

The cordial and enthusiastic reception of the tourists en route was marked, and a noticeable fact was the number of American flags that waved from hands or houses. Everyone turned out to meet the caravan, and Goshen, N. Y., even took its speed limit signs down and sprinkled the streets. Near the city limits Chairman Hower was met by President Quayle, of the New York State Automobile Association, and the



COMPETING CARS PARKED FOR THE NIGHT

made such good time to Newburgh, 60 miles, that many stopped for lunch, and at one wayside inn the Red, White and Blue Peerless team, the Gaeth and Arthur Kumpfs' Pierce were lined up, while their occupants calmly sat on the porch munching sandwiches and raw tomatoes. From Newburgh into Albany the roads were only good, compared to the excellence of the first third, and a number of stretches of sand, gravel and water-breaks intervened.

president of the Albany and Schenectady clubs, who escorted him into the finish with the customary parade headed by C. H. Foster and Milton Lusk in the Oldsmobile Gabriel Horn car, playing "I'm Afraid to Check in After Dark," or "Everybody Works But Hower."

The Premier pilot car, which met with an accident at Nazareth, Pa., reached Milford late last night and carried the confetti as usual this morning. The Moline entrant, W. H. Vander-

voort, wired from Philadelphia that he had received a new cylinder casting and was on his way to join the crew.

The throwing of things at the tourists by people on the street has taken on a serious aspect, and to-day, when a pine cone hit J. B. Brock, the mechanic of Savage's Peerless, he took a flying leap, caught the boy who threw it, and by a good shaking taught him that racing motorists may not be in such a great hurry as is often imagined.

BOSTON, Mass., July 17.—There are now four clean score teams, for to-day the Studebaker team of the Rochester Club suffered a penalty of one-third of its total by the withdrawal of Studebaker, No. 25, driven by Walter Jones. In making a quick stop near Waren, where a curve and a down grade combined, the brakes were set so suddenly that the car skidded to a crosswalk and the left rear wheel broke at the hub. No one was thrown out, nor did the machine seem to drop suddenly, but a new wheel was necessary and sent out from this city, so that the car can continue as a non-contestant. Aside from the accident this car and the four other Studebakers in the run are in fine shape.

The only other change in the score was made by the withdrawal of C. P. Brockway's Overland roadster, No. 10, a contestant for the Hower trophy. Another man was struck to-day by a missile thrown from the street. Near Springfield, James McLean, an observer from a Peerless car, riding with Talbot in a six-cylinder Franklin, had his face around his eye badly cut by glass from his goggles which were broken by an apple thrown by a little girl. The wound was dressed by a Springfield physician and two stitches taken, and no further trouble is expected.

To-day the longest one-day run was on the program, 194.2 miles, with a

schedule of ten hours, and it was tiresome to the tourists, but very easy on the cars. The fine macadam roads stretched ahead for mile after mile, and only a few poor places were found when detours around road-building operations were necessary. The trip was really a pleasure tour, and especially the first part through the beautiful Berkshires, along shaded roads, beside pretty streams, or in rolling valleys. At one time a deer ran for some time a short distance ahead of one of the Marmon cars. Even the far-famed Jacob's Ladder was a pleasure to those who had never seen it, for it was but a mound-hill as compared to some of the climbs through the Alleghenies. Of course, the tour went down the ladder, but even that did not test the brakes as did the coast into Bedford, or into the Cumberland Valley.

The whole touring body started out to make time during the early part of the day, and were soon far ahead of the schedule. Chas. H. Burman, in his Red Peerless, saw a girl sprinkling a country road, borrowed the hose and washed some of the mud and dust. And, even after that, he was still ahead of time.

The very finest luncheon received along the route was given at Springfield by the Fisk Rubber, the Stevens-Duryea and the Knox companies combined. In a big garage the buffet was placed and loaded with fine fruits, salads and other refreshments, and, coming as it did at a midway stop, it was a courtesy much appreciated.

Trouble with the authorities was expected in many places, but the drivers ran carefully through the towns and cities, and where traps were placed motorists warned the travelers. At Worcester, W. B. Hurlburt, in his Garford, was held up by a motorcycle man, but was allowed to proceed at a slower rate of speed.



WHERE NEW YORK AND MASSACHUSETTS MEET

Elaborate plans for entertainment have been made by the Bay State Automobile Association, and individual invitations to the various affairs during the two-day lay-over have been issued. At Alden to-day the party was met by members of the local organization, and there were between forty and fifty Boston cars in the line that preceded Napo-

leon Hower into the city. Mr. Hower this year drives the big six-cylinder Pierce into town, with Mr. Glidden beside him, and the regular driver in the tonneau.

BOSTON, Mass., July 19.—In no other city at any time have A. A. A. tourists been so royally entertained as they have



ROAD REPAIRING NEAR GOSHEN, N. Y.

been here, yesterday and to-day, as the guests of the Bay State Automobile Association and the City of Boston.

The feasting began with the hearty welcome given on the afternoon of the arrival and on that evening at Chairman Hower's usual gathering. Mayor Hibbard greeted the party and gave them free reign. After a good rest in the big hotels, everyone was ready for the trip to Nantasket Beach for a good time in the surf, or at Paragon Park, and at 5 o'clock for the seashore dinner in the Palm Garden, where covers for 250 people were laid. The boys had a great time. The Park was theirs, and they all wore tiny Merry Widow hats. Dai H. Lewis had one on the top of his head as leader, and there were a hundred behind him in a lockstep march around after a bunch of Scotch Highland Bagpipers from Nova Scotia. The most dignified and conservative members of the august body of tourists unbent and enjoyed themselves like a bunch of boys. The trip both ways was made on steamers.

To-day the city took an active part by putting its steamer Monitor at the disposal of the Bay State Association for a trip around the harbor and a few miles out to sea. Nearly two hundred tourists were on board for a jolly time, and a luncheon was served. This is a live city and its motoring body is a real live wire.

The courtesies and entertainment have been much appreciated, but, nevertheless, the tourists to-night seem anxious "to hit the trail," to get going once more and to see how many cars will still be tied at Saratoga. There are now four clean score teams—Pierce, of Buffalo; Red, White and Blue Peerless, of Columbus; Marmon, of the Bay State, and Haynes-Oldsmobile, of Chicago—all running finely and with every indication of remaining so. For the Hower

trophy there are two Pierces, two Stoddard-Daytons and a Premier, also all in very fine condition. The route of a supplementary run has been made out and everyone expects that it will be used, first to Buffalo via Syracuse, and then over the course again.

SUMMIT SPRING HOUSE, POLAND, Me., July 20.—If there was ever an uneventful day in a Glidden tour this day is the one, for there was not a single incident worthy of note in the run of 154 miles to this mountain resort from Boston and its live entertainers, the Bay State Automobile Association. There was not a single penalty and, of course, not a change in the score; there were no accidents or even any mishaps to machinery, and the roads were fine and the schedule easy.

A bicyclist scared from his wheel and a near accident as the result, and a Franklin ran off the road, but otherwise the run was a pleasure trip pure and simple, and so easy that instead of being tired when they arrived here about 2 o'clock, the tourists were in such fresh trim that they tried to get up a baseball game and a few did play, while others were attracted to the golf links, and still others went fishing. The view of the mountains and the easy chairs on the broad verandas held the remainder, and there seems little ahead that promises a break in a tie between cars that are running as well as when they left Buffalo.

At Little Boars Head, near Rye Beach, Captain Jacques, U. S. N., entertained the crew of the Red and White Peerless cars while some pictures were being taken, and near Ogunquit Col. Clifton, of the Pierce Company, surprised the Pierce men on the tour by appearing at the side of the road, and there to cheer them as they went by.

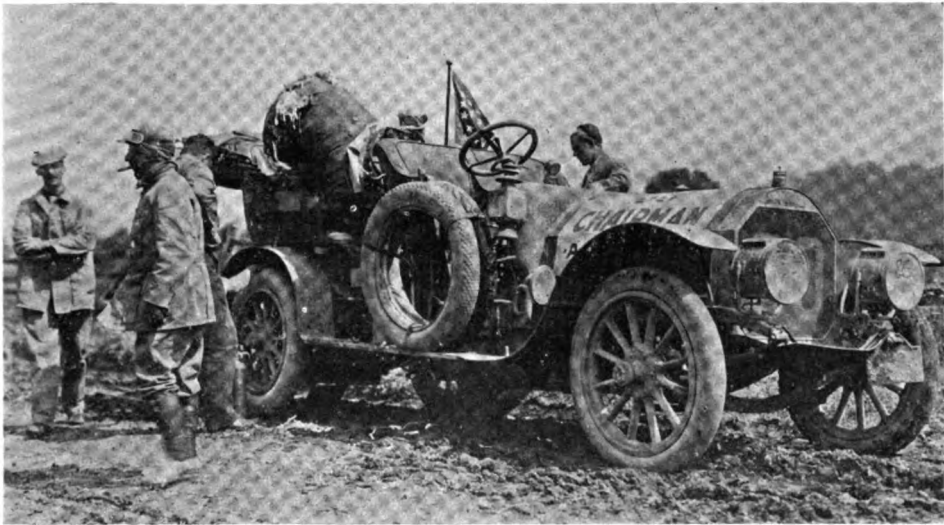
Aside from these incidents the scenery and fine roads were the features of

the day, and were well worth the trip. It is generally considered that this has been the easiest of the tour, not excepting the first. The roads were fine, and those in this State are almost as easy to ride over as the smooth boulevards of Massachusetts, though they were wet and muddy in some places.

BETHLEHEM, N. H., July 22.—The long list of accidents, breakdowns and penalties, with cars still on the road tonight, resembles more the story of last year's run, and is the first real live day of this year's contest.

less and Haynes-Oldsmobile teams are intact. In passing a wild team of horses the chairman's car went too near the edge of a big ditch and the ground gave way, dropping it parallel to the road at an angle of about 35 degrees. Mr. Hower was thrown about eighteen feet and Mr. Glidden not so far. No one was injured, and Tom Fetch pulled the car out with his car.

The accident to the Studebaker happened at the foot of a sharp descent, where a left turn was made to the bridge. In rounding quickly the right front tire came off the machine, shot to



CHAIRMAN HOWER'S PIERCE CAR CARRYING CONFETTI

But in spite of this no penalty affected the standing of the clean score teams, and that really was the matter uppermost in the minds of the tourists—more important than the fact that Mr. Glidden and Chairman Hower were thrown cut of their Pierce when it went over a bank, or that Frank Yeager's Studebaker nearly dropped from a suspension bridge into the Androscoggin River, or that a Marmon driver was injured when his car was ditched. The Pierce, Peer-

less and Haynes-Oldsmobile teams are intact. In passing a wild team of horses the chairman's car went too near the edge of a big ditch and the ground gave way, dropping it parallel to the road at an angle of about 35 degrees. Mr. Hower was thrown about eighteen feet and Mr. Glidden not so far. No one was injured, and Tom Fetch pulled the car out with his car.

The accident to the Studebaker happened at the foot of a sharp descent, where a left turn was made to the bridge. In rounding quickly the right front tire came off the machine, shot to the side, tearing off the woodwork and bringing up against the cables. The machine suffered only a broken front fender, and checked in on time with its score still perfect.

The Marmon, No. 22, driven by W. L. Clark, penalized yesterday, met a horse when turning a sharp curve, and to avoid hitting it took to the ditch. The right front wheel gave way and Clark was thrown against the steering wheel, injuring himself internally. A

new wheel is on its way and the car withdrawn, reducing the Marmon team score to 666 2-3. The Oakland, No. 28, was penalized 9 points for lateness, making its team score 930 2-3, and the Overland Roadster, No. 110, broke its rear axle between the left wheel and springhammer. Garford broke a rear axle tube and the Premier press car is still out. These cars Tom Fetch has started out to locate and help if necessary.

The wet weather schedule of seven hours and a half for 130 miles was used to-day because of a rain and muddy roads at Rangeley, but 30 miles out the highways were hard and dusty and continued so to the finish.

To-morrow morning at 6 o'clock the tourists will start the last day, to make 184.5 miles in nine hours and twenty minutes.

There are twenty-seven perfect scores as against fourteen on last year's run, and of these five are tied for the Hower trophy, nine in the teams and the remainder are running for certificates.

RANGELEY, Me., July 21.—A noteworthy penalization was made to-day in the run to this resort from Poland, for when C. S. Clarke's Marmon had ten points marked against it another clean score team was removed from the contest for the Glidden trophy, and there remained but three with perfect scores. In addition to this change in the score the Oakland, No. 28, which has been running along so well with the larger machines, broke a spring a few miles from the finish and checked in 42 minutes late, thereby further reducing the score of the mixed team from Chicago, composed of Mrs. Cuneo's Rainier and the two Oaklands.

As affecting the standing of the tour as a contest the Marmon penalty assumed its peculiar significance,

for very few thought that there would be any change before Saratoga was reached. The cause of the lateness was the seizure of a brake band, and the fact that Chairman Hower was behind his schedule and loafing along, so that the contesting cars had less time before checking in than usual. Mr. Hower was supposed to be ahead of the contestants by forty-five minutes, but to-day he was fifteen minutes late. For this reason the Marmon interests have protested the penalization on the ground that if the Pacemaker had not dragged the Marmon the latter would have had time to spare at the finish. No decision about the affair was given out to-right, and there is even talk to the effect that Hower will run but a few minutes ahead to-morrow and Thursday, so that if anything happens to the clean score cars they will have little time in which to make up lateness.

The ten points against the individual Marmon places 3 1-3 against the team, leaving 996 2-3. The Chicago mixed team had its tally reduced from 997 2-3 by 14 points to 983 2-3. The only other score change of to-day was that of the Stoddard-Dayton roadster driven by A. C. Miller, who was ordered by the factory to withdraw the car, but no reason was given in the telegram. The car was running well at the time.

The run to-day was as much of a pleasure tour as that of yesterday and few men felt that they had traveled over 141.7 miles of fair to poor roads in about three quarters of an hour less than the seven hours and twenty minutes schedule.

Perhaps the enthusiasm of the people along the route was really the most pleasant part of the run, for after the cold, disinterestedness of the Massachusetts and lower Maine inhabitants the hearty welcome of this more prosperous district was appreciated.

My Say So

The proposed formation of an automobile racing club or association by manufacturers and agents who enter their own vehicles in races, offers a solution of a much vexed problem and a way out of a muddle into which the strangely assorted and utterly incompetent racing board of the A. A. A. has permitted automobile racing to become entangled. It has one recommendation: it gives the men directly and vitally interested, financially and otherwise, a voice in the sport which they support and make possible. I have interviewed several of those interested in the subject—men who have raced in the past and intend to do so in the future, and here is what I gathered:

* * *

"Racing has improved the breed," said one. "After each Vanderbilt race, which, in the past, was an international contest, we here in America learned something. In the 1904 event it was the superiority of the 4-cylinder engine that was demonstrated; the 1905 race proved that the magneto was best, while in that of 1906 the removable rim and the anti-skid tire came to the front. And even if we finally equal the foreign product, there is something still to be learned from the foreigners in an international event. Take the A. A. A. tour, for example. The cars which made the best showing—the Pierce and the Peerless—both have been designed by foreigners, the Pierce by Ferguson, an Englishman; the Peerless by Charles Schmidt, a Frenchman, who goes three or four times a year to Europe to learn more."

* * *

Another man said: "Races not only improve the breed, but give us wide

publicity. Why should not we entrants manage our own races? Why should Thompson, Batchelder and Pardington, who never race, impose on us to further their personal ambitions at our expense? Batchelder and Pardington are hired help for private interests, and nobody can blame them for furthering these private interests; while Thompson, who now cries 'America for Americans,' drives foreign cars only, and for years kow-towed on the other side until foreigners lost the last vestige of respect they had for the A. A. A."

* * *

Another said: "We will manage our own affairs and not be dictated to by competitors who never race or never enter the Glidden tour or any contests."

* * *

Well, all this sounds very plausible to me, and when asked by those whom I interviewed to say what I thought of the plan—I simply claimed the credit for the idea for Mr. R. L. Morrell, who originated it with the Briarcliff race. There the entrants formed the racing committee, and the race was not only the most successful one ever held in America but the best managed, and without sacrificing a single human life. I suppose nothing has demonstrated better the incapacity of the guiding spirits of the A. A. A. racing board than the unequalled success of the Briarcliff stock chassis race—and no small credit for it is due to the advisory board of the Briarcliff committee, consisting of automobile editors of newspapers from all over the country, who keep on owning their own souls—and I am proud of the fact that I was one of them

E. E. SCHWARZKOPF.

The Two-Sided Batchelder

The versatility of A. G. Batchelder (Director of the A. A. A., member of the A. A. A. Racing Board, of the A. A. A. Foreign Affairs Committee, of the Vanderbilt Cup Commission and of the Automobile Club of America) is amazing. In America he is a supporter of the Ostend rules and deprecates the decision of the A. A. A. to stand by its archaic regulations; in Europe he rails against the International Congress, especially for insisting on these rules being observed. This is one, and not the greatest, of his inconsistencies, as these extracts will show:

IN EUROPE

"If the American Automobile Association had participated with voice and vote in the International Congress there would be no question at all that it should accept the regulations adopted by the majority,"—Batchelder, in letter to *Les Sports*.

"Were I a European manufacturer I should not be at all afraid to take part in the Vanderbilt Cup race with my Grand Prix car. I, like all other manufacturers, would run my car in my own interests, since it is a question of a commercial race, as every one knows."—Batchelder, in letter to *Les Sports*.

"It may be added that it seems that this club (the A. C. A.) has, for one reason or another, been guilty of negligence, at least in the transmission of international correspondence of the A. A. A."—Batchelder, in letter to *Les Sports*.

"It is certainly an anomaly for the directing organization of a country to find its place in the International Congress occupied by a single club. . . . Remember, too, that whatever had been the expense to American manufacturers, who are represented on our sporting committee, we should have accepted the international regulations had it been proved to us that the club had sufficient authority to enter us among recognized automobile clubs."—Batchelder, in letter to *Les Sports*.

"The Savannah contest is a single event near a Southern city, a thousand miles from the metropolis, in a sparsely settled region where foreign automobiles are unknown."—Batchelder, in letter to *Paris Herald*.

IN AMERICA

According to the statement of A. R. Pardington he (Batchelder) was the strongest advocate of the adoption by the A. A. A. of the Ostend rules until they were rejected, when he went to the other extreme.

As a member of the A. A. A. Racing Board he supports the plan to disqualify any American maker who enters his car in the Grand Prix of the A. C. A.

"Dear Sir.—I have yours of the 21st enclosing the Rule adopted at the International Meeting at Ostend, for which please accept my thanks."—Letter of Secretary Elliott of the A. A. A. to Secretary Butler of the A. C. A.

"At to-day's meeting of the Board of Directors of the American Automobile Association your communication regarding official recognition and reciprocal relations with the A. A. A. was read and referred to the Automobile Club of America, requesting that same receive the immediate attention of that club, which is the club member of the A. A. A. and acts as the foreign representative of the national organization. All international matters are referred to the A. C. A., and you may expect an early communication."—Batchelder, as Secretary of the A. A. A. in 1906.

"One thing is a certainty, and that is that the members of the Vanderbilt Cup Commission feel decidedly happier than they did a year ago, knowing that if Long Island cannot be the scene of the race, there does exist a city called Savannah, in a county called Chatham, containing therein a course which will be well guarded, well prepared and most satisfactory for the great automobile race of the year."—Batchelder, in *Automobile*.

Far-Reaching Plans for Allied Bodies

An alliance, defensive and offensive, has been concluded between the American Automobile Association, the National Grange and the American Roadmakers' Association as one result of the recent good roads convention at Buffalo. Plans are already being laid for a similar convention in 1909, while steps are being taken to use the strength of the three bodies for the purpose of bringing about certain objects which they have in view. These objects relate to good roads work and more equitable automobile legislation.

The matter is treated at length in the following statement, given out by the A. A. A. last week:

At the Good Roads and Legislative Convention, held under the auspices of the American Automobile Association, at Buffalo, on July 7 and 8, the National Grange and American Roadmakers' Association co-operating, resolutions were passed which, it is thought, will lead to a similar convention each year. The more important of such resolutions are as follows:

Resolved, That in view of the signal success attending the convention held this year, a national convention of similar character be held annually, and that the national committee having in charge such convention for the year 1909 be as follows: Robert P. Hooper, Philadelphia, Chairman A. A. A. Good Roads Board, chairman; ex-Governor Nahum J. Bachelder, Concord, N. H., Master of the National Grange; James H. MacDonald, Hartford, Conn., President American Roadmakers' Association; Charles Thaddeus Terry, New York, Chairman A. A. A. Legislative Board; S. D. Waldon, Detroit, Mich., representing the National Association of Automobile Manufacturers; Frank B. Hower, Buffalo, N. Y., Chairman A. A. A. Touring Board; Alfred Reeves, New York, representing American Motor Car Manufacturers Association; William H. Hotchkiss, Buffalo, N. Y., President American Automobile Association, ex-officio; Frederick H. Elliott, New York, Secretary American

Automobile Association, ex-officio.

Resolved, That the President of the American Automobile Association be and he hereby is authorized to appoint an executive committee of twenty-one members, including the nine members composing the committee upon the national convention of 1909, the duty of which executive committee shall be to see to it that the plans and purposes determined by the National Convention of 1908 shall be carried out to their consummation, and that the measures approved by the convention be pressed to passage and enacted into law in the various States of the Union and by Congress.

Resolved, That such executive committee shall have and is hereby given power to add to its membership, by a two-thirds vote of its members, the representatives of such other body or bodies as may add strength to the movement for good roads and fair legislation, such additional members not to exceed five in number.

The purpose of these resolutions was to unite the strength of the three bodies represented at this convention in the cause of good roads and fair motor vehicle legislation, and, to that end, not only provide for a similar convention, on larger lines, next year, but also for the co-operation of other national bodies interested in the same subjects.

There will shortly be a meeting of the National Convention Committee for the year 1909, and, prior to such meeting, the wishes of the co-operating bodies as to additional members on the executive committee will be consulted, and appointments made. It is expected, also, that other organizations having the same objects in view will shortly name representatives, who will be added to the executive committee. Thus, with all of the associations interested in the good roads movement co-operating together in a great mass meeting each year, and with the proceeding of such meeting properly published and widely distributed, a great impetus will be given to the cause in which all are in-

terested. Each body will also continue work along its own lines.

The importance of the recent convention is emphasized by a booklet just issued, which contains a complete list of the delegates, official guests and visitors. This booklet shows that there were 229 accredited delegates registered at the convention, such delegates including official State representatives nominated by the governors of 20 States, and the delegates from about 60 clubs affiliated with the A. A. A. and located in 18 States. The Automobile Club of Canada and the Ontario Motor League were also represented.

Still more important, 11 States were represented by their chief highway official, or his deputy, as follows:

Pennsylvania, Jos. W. Hunter, with R. D. Beaman, deputy; Connecticut, James H. MacDonald; Massachusetts, Harold Parker; Michigan, Horatio S. Earle; Missouri, Curtiss Hill; Maryland, W. W. Crosby; New York, Frank L. Getman, deputy, with John P. Kelly and Stephen Ryan; Rhode Island, Robert F. Rodman; Ohio, James C. Wonders; Illinois, A. N. Johnson; Wisconsin, W. C. Hotchkiss; while the Province of Ontario was represented by A. W. Campbell, Deputy Minister of Public Works.

In addition, there were present L. W. Page, Chief of the Office of Public Highways in the Department of Agriculture at Washington; Lynn White, Chief Engineer of City Parks of the City of Chicago, and D. Ward King, representing the Missouri State Board of Agriculture.

Among the State representatives were Congressmen, State Senators, Assemblymen, highway commissioners, village presidents, supervisors, justices of the peace and representatives of Boards of Trade and Chambers of Commerce.

The National Grange was represented by former Governor Bachelder, its Master, and State Masters Derthick, of Ohio, and Godfrey, of New York.

The American Roadmakers' Association was represented by many of the State highway officials previously mentioned, including Commissioners McDonald and Hunter, respectively its president and vice-president, and E. L. Powers, of New York, its secretary.

There were about 500 visitors in attendance, other than the official guests, and the registration shows that they came from 12 different States and the Dominion of Canada, representing a total of 129 cities and villages.

The proceedings of the convention are now being compiled and printed, and will shortly be distributed generally throughout the country.

Severe Sentence for Borrowing Chauffeur

Charles McLeod was employed in the garage of Louis E. Mears on Bedford Avenue, Brooklyn. On July 7 he took out a car from the garage belonging to a customer and picked up some friends for a ride. The machine was a very fast one and he lost control of it, smash it all up. He has done that before with other people's machines, it was said.

He was arrested and brought before County Judge Dike on July 20, who sentenced him to six months in the penitentiary.

Hartford Show Dates Fixed

It has been definitely decided by the Hartford (Conn.) Automobile Dealers' Association to hold the next show in that city from February 27 to March 6. The committee in charge of the affair is Fred W. Dart, chairman; S. A. Miner and E. G. Biddle. It is hoped that the exhibition may be held in the new State armory now in the course of construction.

Apparatus to Protect Careless Pedestrians

At Neuilly, France, recently, a test of a fender or apparatus designed to prevent the injury of persons caught in front of automobiles, motor-buses, and even locomotives, was made. Details regarding the contrivance itself are very meager, but the results are said to have been entirely satisfactory.

An automobile equipped with the apparatus was set in motion, and when running at a good rate of speed one of the assistants suddenly rushed in front of the machine, just as pedestrians sometimes do in ordinary street traffic. Instead of being crushed beneath the wheels or thrown to the ground by the mudguard, he was snatched up into a net as by a miracle and borne along in safety until the vehicle was brought to a standstill. The operation was repeated several times, until any doubts in the

minds of observers as to the practicability of the system were removed.

Without entering into a technical description of the mechanism, it may be said that the careless pedestrian is picked up by the apparatus before the vehicle is upon him. No matter what position the person may be in he is bound to be picked up by the net, and even at the greatest speeds no more than a broken limb could result from a collision. At ordinary speeds the chances are that not even scratches would be received.

The inventors and patentees, Messrs. Vrede, Molin and Weyl, who are Dutch citizens, believe that the invention is specially adapted for tramcars and autobuses, though there is no reason why it should not be fitted to ordinary automobiles.

Lead Again Taken by Germans

According to advices received in this country from St. Petersburg, Russia, on Monday, July 20, the German Protos car in the New York-Paris race again

leads by a good margin. The Germans reached St. Petersburg at 7.15 o'clock Monday evening, and were received with a great ovation.



REAL SPORTSMANSHIP—THOMAS CAR HAULING PROTOS OUT OF A BOG

At the time the dispatch was sent the Thomas car was supposed to be at Nijni Novgorod, which is situated on the Volga River, 277 miles east of Moscow. It was not known whether the broken gear which has delayed the Thomas for some time had been replaced with a new one or not.

Whether the German leads the way into Paris or not, the American car would still win the race, provided it arrived within thirty days of the Germans, on account of the time allowed for the lead gained by the Thomas in America and sacrificed by the useless trip to Alaska and on account of the



THOMAS CREW IN CAMP IN JAPAN

The Protos car reached Moscow at 9 o'clock Saturday night, July 18, and left again at noon on Sunday. Lieut. Koeppen drove it 260 miles before stopping for the night at Vishni Volotschok, but was so eager to get on to St. Petersburg that he set out again at 3 o'clock in the morning, and pushed his car as much as possible during the day. He covered the 300 miles to St. Petersburg in 17 hours, including several stops on the road.

By arriving first at St. Petersburg the Germans not only won the \$1,000 prize offered by the Imperial Automobile Club of Russia to the car reaching the capital first from Vladivostok, but assured themselves of a good start in the race to the French capital.

distance which the German car traveled in America by railroad—from Pocatello, in Idaho, to Seattle, in Washington, in order to catch the same steamer to Asia.

Jersey Law Hurts Resorts

The Atlantic City Automobile Club has plans on foot for a meeting or convention to be held in that city, when members of the Board of Freeholders, heads of State and County Granges and rural officials will be called together for the purpose of discussing New Jersey's drastic automobile law. Efforts will be made to have the country representatives agree on laws that will not tend to keep New York tourists away from the Jersey coast resorts.

ISOTTA FRASCHINI

1908 Achievements of Stock Cars :

1. OVER THE CIRCUIT PAVODA BOVOLENTA, April 5th—Trucco and Minoia, driving Isotta regular stock 40 h. p. cars, finished first and second and established a world's record for 40 h. p. stock cars, averaging 76 and 75 miles per hour, and defeating all other Italian makes: Fiat, Bianchi, Zust, Rapid, Junior and S. P. A.
2. TARGA FLORIO RACE in Sicily, May; Trucco first, Giovanni 5th, won the Florio Cup, using 40 h. p. stock car.
3. SAVANNAH. Lewis Strang, in the Briarcliff winner covered 342 miles in 6 hours 21 minutes and



BRIARCLIFF TROPHY

1908 Achievements of Stock Cars (Continued)

- 20 seconds, winning the race at the rate of 53.8 miles per hour.
4. THE BRIARCLIFF TROPHY. Won on April 24th, 22 entries; Isotta first, averaging 46.15 miles per hour.
5. BRIDGEPORT HILL CLIMB, first in free-for-all and first in stock car class.
6. JAMAICA SPEED TRIALS, June 5th, 50 h. p. stock car, first in kilometer, mile and two-mile trials.
7. ELKWOOD TRACK, LONG BRANCH, N. J., July 4—Poole won 100-mile endurance race for stock cars, in 1h. 30m. 26 4-5s.

You can purchase for immediate delivery regular stock models of the Isotta Fraschini, duplicates of the winners of the above races

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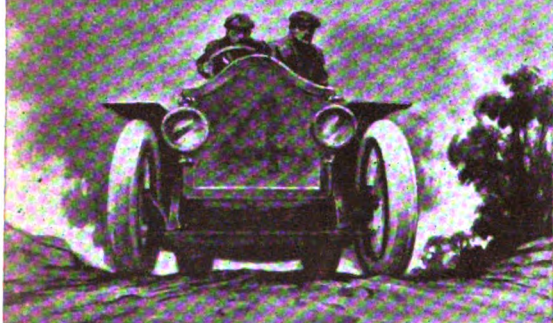
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For COMFORTABLE MOTORING

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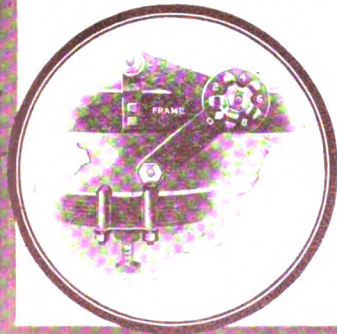
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Muddle Over Philadelphia Race Sanction

Philadelphia motorists were all wrought up during the past week over a mix-up over race meet sanctions. The A. A. A. was in a fair way of having trouble with the Quaker City Motor Club, one of its staunchest adherents in the City of Brotherly Love, and extricated itself only by quick action and a complete volte face.

The trouble all arose out of an application for a sanction to run a race meet at Point Breeze Park, Philadelphia, today. The application purported to come from the Norristown, Pa., Automobile Club, and to be in regular form. The strangeness of a club from an outside town applying for a race permit in Philadelphia, thus poaching directly on the preserves of the Philadelphia club, ap-

parently did not occur to the officials of the A. A. A. when they granted the sanction. At any rate, it was granted, and then there was the deuce to pay. Officials of the Quaker City Club are said to have gone so far as to have threatened to withdraw from the A. A. A. unless the sanction was cancelled. The Local Dealers' Association also entered a protest against the threatened invasion.

At the last moment the action of the A. A. A. was made easier by the discovery that the promoters of the race meet had merely been using the name of the Norristown Club to further a private venture. Thereupon the A. A. A. took prompt action and cancelled the permit.



A STUDEBAKER CAR IN HAWAII

The Lap Battle in the Grand Prix

Interest in the more detailed reports of the Grand Prix, which was run on the Dieppe course, France, on July 7, and won by Lautenschlager (Germany) in a Mercedes car, center in the round by round battle for position. It appears that in the early stages of the race France made a good showing, as did Italy; but both fell away and left the course clear to Germany, which captured the first three places.

At the end of the first lap, although the Mercedes car driven by Salzer led in 36m. 31s., things looked very favorable for France. Salzer was followed closely by two Braziers and a Renault. It was as early as the conclusion of the first round that indication was given as to the severity of the day upon tires. No less than eleven cars pulled up at the depots and lost time for this purpose, while Szisz ran in with his left-hand rear felloe innocent of tire or rim. This somewhat discounted the notion which had been suggested by the times of the faster cars in the first lap that the race would prove a fast one. As a matter of fact, it was $2\frac{1}{4}$ per cent. slower than last year's race, the roughness and evil condition of the circuit throughout, and maybe the reduced engine size, being responsible therefor.

In the second round there were many changes of position. Duray's Dietrich and Hemery's Benz led first and second into the third round, while Thery had overhauled Szisz and Poege, to the great delight of the natives. Resta, who had passed sixth in the first lap, retained that position throughout the second, which somewhat stimulated the hopes of the English. Indeed, he still further improved his placing up to the fourth lap, but thereafter fell away. In this round Hanriot began to give a taste of his quality, for he overtook and left behind no less than seven cars, in-

cluding Opel (Jorns), Brasier (Baras), Renault (Caillois), and Clement (Regal), which, although finishing fourth, was not doing quite so well then. Erle, on his Benz, also traveled well, for he had given the go-by to no less than eight cars. It will thus be seen that there was plenty of passing during the early part of the race, although the leaders steadied a bit later on. But the sensational change was the appearance of Italy's Nazzaro at the head of affairs, for he had apparently done more damage than any other, having improved his position in the lines no less than eleven places. It was in the indications of this lap that the audience got their first taste of Lautenschlager's qualities and those of his Mercedes. He overtook as many as his Italian opponent, and showed up second.

It will be believed that the hopes of the Fiat crowd rose high as the board time demonstrated these positions, and it looked as though the very god of luck which had held on to Nazzaro for so long was with him still. Wagner's appearance as fourth man was also gratifying to the Italians. The French interest had lost a Brasier and a Renault from the leading half dozen, but still retained their Thery, and were strengthened by two De Dietrichs. Entering the third circuit Hemery now led the column, Duray failing again to put in an appearance. He, however, made way for Thery, who was followed by Poege, and Pierron on the Motobloc advanced three places. To the delight of the Britishers D. Resta's Austin popped over the line fifth in position, having gone up one by the failure of Szisz to finish the third lap.

In the fourth lap Hemery improved his position to first place, followed by Lautenschlager, Wagner (Fiat) dropping out altogether in this circuit owing

as rumored, to the failure of a steering wheel. Thus the Fiat interest was robbed of both Nazzaro and Wagner in this circuit. They, however, still kept up the spirits of his countrymen, for he was running a fair third, and his well-known regularity was esteemed a great asset. Cissac, Hautvast and Bablot appear in the leading six for the first time.

In the fourth circuit the field had also lost Shannon (Weigel), Pierron (Motobloc), Minoia (De Dietrich), and Baras (Brasier).

When the fifth circuit was completed, it was found that Lautenschlager (Mercedes) had forged to the front by virtue of accomplishing this lap in 40m. 20s.=71 miles per hour. From this po-

sition he was never again dislodged, nor were Hemery and Hanriot, both on Penz cars, from second and third positions respectively. They continued to hold fourth position throughout the fifth, sixth, seventh, eighth and ninth laps, Cissac on a Panhard dislodging Jorn's Opel from fifth position in the fifth lap, and retaining it in the sixth, only to let Jorns up again in the seventh circuit. Cissac was fifth again in the eighth round, only to stop altogether in the pen-ultimate round.

In the ninth lap, Rigal on the Bayard-Clement, appeared in the six (sixth) for the first time, and by the defection of both Cissac and They finished fourth in the final order.

French Club Discusses Proposal to Abolish Grand Prix

A dispatch from Paris states that at a regular meeting of the Sporting Committee of the Automobile Club of France, held July 20, a proposition to abandon the Grand Prix was advocated by Marquis de Dion, president of the automobile club, and his friends on the ground that a contest for specially constructed racing machines, with the almost invariable attendant accidents and loss of life, was not justified from the

standpoint of either sport or as a test of the merits of machines manufactured for the public. The proposal was informally discussed, but a decision was postponed until the September meeting.

The preponderance of sentiment at the meeting seemed strongly opposed to the abandonment of the blue-ribbon event of the automobile world until the French have an opportunity to retrieve the disastrous defeat of July 7.

Harmony Between Police and Motoring Public

Word was received at the Automobile Club of America of the success of the plan of the chief of police of Portchester, N. Y., who, instead of lying in ambush and endeavoring to trap autoists, stationed his men at different points in Portchester, handing a card to the visiting autoists, welcoming them to the city of Portchester and requesting that they observe the speed laws while passing through.

Chief Donovan says: "The plan has had a fair trial and has been productive

of results far beyond our expectations. There has not been one violation of the speed rules since the cards were distributed. It is pleasing to note the harmonious feeling which now exists between the chauffeur and the policeman in Portchester."

The motor omnibus has become so popular in Berlin that the leading street railway company has been compelled to add a line of omnibuses to meet the competition.

A Tube Repaired from the Inside

Some months ago we published a note upon the possibilities of "pull-out" tubes as used by motor cyclists, should they ever be marketed in car sizes, says the *Autocar*. The largest size of tube now made on this principle is the 26in. x 3in. We have now had one of these in use on a back wheel which transmits the power of a 12 hp. engine, and it has run about 6,000 miles, incurring eight punctures. All of these have been mended by hand without vulcanization by the roadside or at home.

When the spare tube has been in the kit, the time occupied by replacement has never exceeded five minutes, exclusive of detaching and replacing the cover, a task the duration of which is naturally variable, depending on the energy and humor of the operator. On several occasions when in a hurry we have inserted the spare tube in the time named. When the surroundings were pleasing and time allowed, we have patched the damaged tube, and we find these hand patches quite as sound as vulcanization, not one of the eight ever

having leaked to this day. This incredible achievement is due to the fact that when a puncture occurs the tube is bared, its detachable ends pulled out of each other, and the tube turned inside out like a stocking, and *repaired on the inside*. This method actually utilizes the air pressure to strengthen the patching, instead of blowing it off, as is the result with ordinary tubes. A 26in.x3in. tube can be turned inside out with the bare hands if desired, but we employ a wooden mandrel we had turned for the purpose, and which is used exactly after the manner of putting a rubber grip on the handle of a cricket bat.

There is only one drawback to these tubes, and that is capable of being dodged. If the tubes are used at a low pressure, the joint depends partially for its air tightness on a smearing of Castile soap or vaseline, which is apt to become dried up in hot weather after prolonged use. The remedy is to pump the tire up to 80 lbs., when the air pressure unaided is able to preserve the joint.

Motoring Abroad as Viewed by Presbrey

Even to glance through "Motoring Abroad," the record of the motoring experiences of Frank Presbrey, is to feel envious and to wish to partake of some of the experiences which the author tells of so charmingly. France and Great Britain are the countries traversed, and a book of 300 pages, with 70 large illustrations from photographs taken by the author, is the outcome of the tour. The book is published by the Outing Publishing Co.

Mr. Presbrey is the senior member of the well-known advertising firm, The Frank Presbrey Co., of New York City. He is one of the busiest of America's busy men, and has built up a great business through his indefatigable energy

and extraordinary force of character. Literature is one of his recreations, and he is the author of several other works.

A Long Haul of Furniture

Recently a 4,500-pound load of furniture was carried from South Orange, N. J., to Islip, L. I., a distance of 64.8 miles, in a 3-ton motor truck. The running time was 6 hours and 14 minutes. The motor truck was used because it would have been impossible to have shipped the furniture and a pony from South Orange to Islip by any other means in less than two days.

The demonstration was watched closely by New Yorkers.

PREVENTIVES AND REMEDIES

Some of the old pattern cars, possessing excellent engines and gear boxes, give a wholly disproportionate amount of trouble with their ignitions, largely due to primitive wiring arrangements. If the wires be followed out round the chassis, it will be found that a cheap, light pattern of stranded low tension wire is curled round the moving parts and the interior of the coachwork, and is secured by metal staples hammered into the woodwork, or by thin metal clips hitched to a waterpipe or other metal part. There is generally room for play at these points, especially on the contact breaker wires, and there is no extra insulation. All the low tension wires should be collected and wrapped together with worsted—not plaited together as they probably were previously. A piece of stout twine should be attached to one end of the wires, and they can then be hauled bodily through a piece of rubber hose about $\frac{3}{4}$ in. internal diameter. This hose can be secured to the coachwork where necessary by a metal clip, padded with a slip of rubber cut from an old tube or tobacco pouch.

One of the most fruitful causes of leakage in flanged pipe connection arises from the careless habit of many mechanics of drawing up the bolts unequally when assembling the motor. It is a simple matter to gauge the tension of the nuts closely enough for all practical purposes by observing the movement of the wrench and giving the same number of turns to all the nuts. At the same time, careless manipulators if unwatched, will frequently set down one nut as far as it will go, drawing up the others in the same way afterward, thus skewing the coupling and straining the flanges far beyond their natural capacity without a tight joint.

An easy way of replacing valve springs consists of compressing each spring in a vice until short enough to easily go into place and allow the holding key to be inserted, and, when in this compressed condition, tying it with wire so that it cannot expand. After it is put in place and the key is put in the wire is clipped and removed.

Many drivers neglect to carry a spanner to fit their axle caps, very often trusting to

an adjustable wrench to serve them for this purpose, and it not infrequently happens that this will not open wide enough, as they find to their disgust on opening it out to the last thread. Many times axle caps may be loosened by means of contriving a makeshift wrench out of a piece of cord and a bar. The cord is made into a noose and is tied so as to be of such a length as to conveniently embrace the axle cap by the hexagon portion. A piece of rod or tube is then passed through the loop that projects, just sufficiently to get a good grip, using the nut that it is desired to undo as a fulcrum. The grip that can be obtained in this manner must be tried to be believed, and the harder the bar is pulled the tighter it draws the encircling noose.

Motorists are often at a loss to account for a knock or thumping which occurs in the engine on opening the throttle beyond a certain point. It is a very nasty trouble, and quite spoils the running of a good car. The true cause in practically every case will be found to be fouled cylinders and carburation too rich. The carburetter requires attention from time to time, as, however finely set at first, continued running will always be tending to spoil the adjustment of the needle valve, causing occasional flooding at the jet when the throttle is opened up. In a perfectly clean cylinder the result would be only a marked falling off in power; on full throttle the engine may even pull up altogether. When the cylinder is in a fouled condition, and the top of the piston has a deposit of carbon from 1-16th to 1-8th thick in a state of incandescence, pre-ignition inevitably results. There are other factors helping towards this, such as the increased compression on the greater volume of gas and the slow burning gas remaining in the exhaust ports from incomplete combustion.

In engines which have separate exhaust pipes and no compression taps a cylinder which is missing may easily be detected by dropping a little—a drop or two is enough—water on the exhaust pipes. Needless to say, the water is not converted into steam by the exhaust pipe of the offending cylinder.

SOMEWHAT PERSONAL

C. T. Crocker and M. C. Scott, two Yale students who left New York on June 25 in a Fiat car for California, arrived in San Mateo, Cal., on July 14. They arrived in Chicago on the fourth day, reaching Omaha two days later. They arrived at Cheyenne on the ninth day out, but broke a wheel going into the city. They lost two days while a local wheelwright made a new wheel for the car. They arrived at San Mateo at 8 o'clock on Tuesday evening, July 14. They will drive back in the car at the end of the summer vacation to resume their studies at Yale.

Another triumph has been achieved by Mrs. Kenneth R. Otis, the Cleveland woman who recently won with her Stearns car an event in the Cleveland Automobile Club hill-climbing contest. Without any preliminary preparation she drove her car from Cleveland to Buffalo last week, establishing a new record between these cities. She negotiated the 204 miles in 6 hours and 10 minutes running time. The next best time ever made over the stretch was 6 hours and 35 minutes, made by Ralph Tucker. This was made the day before the Glidden tour last year, when Tucker drove his car through to enter the tour.

Mr. and Mrs. Joseph Hutchison, Warren, R. I., motorists, who are now in Europe, left Paris a few days ago for a month's tour through Normandy, Brittany and the Chateau district.

Mr. and Mrs. B. C. Whitney, of Grand Rapids, Mich., accompanied by Mr. and Mrs. Orla C. Taylor, left last week for a several days' trip through Canada.

A month's tour through Normandy and Brittany was started from Paris a few days ago by Mr. and Mrs. Ortleib and party, of New York.

After touring England, France, Austria and Germany in a 40 hp. Pierce car, Mr. and Mrs. George H. Encaron, of New York, are resting for a few days at Baden Baden. Other American motorists recently seen on European roads are Mr.

and Mrs. James I. Kuhn, of Pittsburg, in a 40 hp. Mors at Beale; A. B. Dewey, of Chicago, in a 40 hp. Simplex at Geneva; Mr. and Mrs. Charles S. Hebrad, of Philadelphia, in a 45 hp. Pierce at Hague; Mr. and Mrs. I. D. Murphy, of San Francisco, in a Renault at Vichy; and M. T. Pyne and party, of New York, in a 30 hp. Peerless at Tours.

A tour of New England in a Matheson car is being made by a party of Columbus, O., motorists comprised of Mr. and Mrs. Clarence E. Capwell and Mr. and Mrs. W. E. Renshaw.

George W. White, of Lakeville, Cal., has purchased a 40 hp. runabout, with which he expects to tour practically all of the State of California, and in the fall will go to Mexico. Mr. White is a contractor whose business takes him to many out of the way places, in reaching which he finds the automobile invaluable. It is not only the most comfortable way of traveling, but less expensive, and the saving of time is a consideration that to him is of prime importance.

John J. Foster, of Greenville, Mich., accompanied by Dr. and Mrs. Crawford, of Grand Rapids, left late last week on a trip for St. Paul in Mr. Foster's Thomas car. They will return home in two weeks and then journey to New York, via the Canadian route.

James Vassar and William Yell, of Hermosa Beach, Cal., spent a few days in Muskegon, Mich., last week on their automobile trip across the continent. They left Muskegon for the northern part of the State and will continue eastward through Canada with Boston as their destination.

After buying a six-cylinder Pierce car at the factory in Buffalo, R. E. Putney, of Albuquerque, N. M., accompanied by Mrs. Putney, left that city on July 12, and will drive in easy stages to his New Mexico home.

Mr. and Mrs. H. C. Hencken, of New York, are enjoying an automobile tour of Europe.

SOCIETY

There is a very noticeable increase this year in the number of automobiles which have been taken by their owners to Asbury Park and other Jersey coast resorts. Ocean Avenue at Asbury is filled with cars at all hours of the day and night, and rivals Riverside Drive, New York. Motoring is so popular at the seashore places that the public garages have difficulty in keeping up with the demand. With the fashionable folks the day is as incomplete without the automobile drive as without a dip in the surf. At one Asbury hotel alone there are 40 families who have their own cars with them. Mr. and Mrs. J. H. Warner, of New York, are among the visitors who spend a great deal of time in their automobile. They are at the Brunswick. At the same hotel are Mr. and Mrs. Peter McCabe, of Albany, who also have their car with them.

Weather in England has not been exactly propitious for motoring of late, but despite this fact many Americans have been seen on the English roads. Mr. and Mrs. Hamilton McK. Twombly, Ruth Twombly and their friend, Mr. Manson, disembarked from the Amerika at Plymouth last week and motored along the south coast through Devonshire, stopping at Exeter and other cathedral towns, spending altogether five days on the journey. They will remain in London a short while, staying at the Ritz, and then take their car to the Continent for a tour of France, Holland and Belgium. Other passengers on the Amerika who made the trip to London by automobile were Major F. L. V. Hoppin and Albert E. Gallatin. They also spent several days in the journey. Mr. and Mrs. Cortlandt Bishop arrived in London last week from Paris. They will enjoy an automobile trip through the British Isles before returning to this country.

As the summer advances the Newport season continues to develop surprisingly. The villa owners who went there early are now getting the last of their initial series of entertainments, and recent arrivals, among them Mr. and Mrs. Henry Carnegie Phipps, Jr., are preparing to entertain in return for courtesies promptly extended to them. The Phipps may now

be expected annually at Newport, and, though this summer they are to occupy the Mills estate on the cliffs, it is probable that within a short time they will have their own villa. Mr. and Mrs. Elbridge T. Gerry and the Misses Gerry, who, rumor had it, were to remain abroad till August, are already at Newport, just about two weeks before they were expected. Newport is also to have a new summer villa, which Mr. Peter F. Collier is to erect on land on the north side of Ocean Avenue which he purchased three years ago. The style of the structure is to be rustic and the bungalow idea will be carried out to a nicety. Mr. Collier is to have plans prepared at once, and before he leaves next autumn the work of building is to be well under way, so that the house can be made ready for occupancy next July. The site is one of the most attractive in the cottage colony. On high ground, it has a fine outlook over the ocean, with Gooseberry Island beyond and the promontory upon which stand the Clews and Warren villas off to the right.

Camps and cottages are in great demand in the Adirondacks and the lure of the mountains is calling to this region a throng of people prominent in social life. Mr. and Mrs. Joseph Ulman and Judge and Mrs. Young, who are spending the season at Lake Placid, visited Paul Smith's last week on a motor trip to Loon Lake. Hon. and Mrs. Timothy L. Woodruff are entertaining a party of friends at Kamp Killkare, their Adirondack park near Raquette Lake. Mr. and Mrs. J. B. Dickson and family have arrived at the Morton camp on Upper Saranac Lake. Mr. and Mrs. Edwin M. Bulkley and family, of Englewood, N. J., have opened their cottage at Saranac Inn on Upper Saranac Lake. Mr. and Mrs. Charles J. Fiske and family are occupying the Chandler Camp near Saranac Inn, and H. G. Runkle has arrived at his summer home at Paul Smith's. Governor Charles E. Hughes, who, with his family, is spending the season at Saranac Inn, is daily making trips to the neighboring trout pools. Governor Hughes has made some especially good catches in Hoel Pond and Green Pond.

Mr. and Mrs. George Arents left London last week for Dieppe, whence they will motor through France and Switzerland, stopping a while at St. Moritz.

C L U B S

The Sacramento (Cal.) Automobile Club recently took several members of the City Board of Trustees for a ride about the city in order to demonstrate to the local legislators that the provisions of an ordinance introduced in the Board by President E. P. Hammond will safeguard pedestrians and the general public. The ordinance fixes a speed limit of twelve miles an hour for automobiles in the downtown congested districts, while twenty miles is the limit for the residence sections. President Hammond and Trustee E. J. Carragher, M. F. Burke and George K. Rider, and Police Chief Sullivan took lessons in pace, as demonstrated by R. A. Wood, Leon G. Shephard and G. P. Beere and their chauffeurs. Three machines were in use, and the tests to which they were put covered a wide range of speed, from that of the eight-mile pace now prescribed for the downtown section to the twenty-mile gait, which the new ordinance proposes. The trustees were unanimous in the opinion that the eight-mile limit is far too slow for the business section, and during the ride and afterward freely expressed the belief that twelve miles is none too fast. With regard to the outside streets, none of them was willing to subscribe fully to the twenty-mile limit, as this seemed to them to "hit it up too fast."

The Louisville (Ky.) Automobile Club is planning to get in touch with other clubs in the State and ask their co-operation in inspecting public roads. The clubs will be asked to appoint committees with instructions to cover certain territories in close proximity to their headquarters and make reports of road and bridge conditions to the main body. The matter is then to be taken up with the county authorities and every effort made to have roads and bridges repaired, as a safeguard against accidents.

On Saturday of last week the Bay State Automobile Association had as its guests at Nantasket several of the Glidden tourists. A 5 o'clock dinner was served, with Elliott C. Lee, president of the association, in the chair. He introduced James Fortesque as toastmaster. Mayor Hibbard,

Mr. Glidden, Chairman Hower, of the A. A. A. tour committee; Vice-President Spear, of the American Automobile Association, and John Whilmer made short speeches. Vice-President Spear read a telegram from William H. Hotchkiss, president of the A. A. A., congratulating the tourists on the success of their tour.

The Scranton (Pa.) Automobile Club is preparing a club run to the Harford fair early in September. The Wilkesbarre Automobile Club will be asked to participate. In connection with the fair there is to be a hill-climbing contest and various automobile races.

The recently posted request of the Wilkesbarre Automobile Club that members keep the mufflers of their cars closed while driving through the streets of the city or nearby suburbs, is being quite generally observed, much to the gratification of the club officials and others.

A meeting of the new Providence Motor League was held last week and the following officers elected: President, George H. Huddy, Jr.; first-vice president, J. Ellis White; second vice-president, Stanley G. Smith; secretary, William W. Scott; treasurer, George C. Arnold. Executive Committee: The officers and Henry A. Grimwood, Henry Rolf Brown, Leo Samuels, Fred J. Mills and Benjamin P. Moulton.

The motorists of Torrington, Conn., have formed a club to be called the Litchfield County Automobile Club of Torrington. The new organization started with 25 members and prospects of many more. Newton D. Holbrook was elected president, John H. Brooks, vice-president; Philip Norton, secretary; George B. Cole, treasurer. The following members were appointed committee chairmen: Membership, P. W. Mertz; Rights and Privileges, Dr. Elias Pratt; Good Roads, F. P. Lattimer; Sign Post, J. H. Baedor. The officers and the committee chairmen will comprise the governing board. The new club will soon be admitted to membership in the Connecticut Automobile Association.

The Austrian Automobile Club has offered two military automobiles to the Austrian emperor to mark the completion of the 60th year of his reign.

S P O R T S

The Milwaukee Automobile Club's first annual Wisconsin tour, which started July 15 and ended July 19, was a very successful affair. Seven cars participated in the event. Arranged mainly to promote the automobile cause, incidentally to accept the bountiful hospitality of Neal Brown, president of the Wisconsin State Automobile Association, the tour brought the Milwaukee automobilists into close contact with northern and northeastern Wisconsin, found one of the best systems of highways in the country, a good-natured lot of country folk and a changed sentiment in the minds of farmers toward the automobile. The turning point of the tour was Wausau, where Neal Brown, president of the Wisconsin State A. A., holds forth. As the guests of Mr. Brown, the motorists were given a trout dinner they will long remember. The cars came home via different routes as suited the fancy of the drivers. The longest route taken totaled 520 miles; the shortest, 474 miles.

The recently-formed Sandusky (O.) Automobile Club has planned some interesting events for the near future. The first club run of the new organization will be made July 26, and Ruggles Grove clubhouse will be the goal on that occasion. The run will be in charge of a committee consisting of Kennedy, Magoon and Gattton. Later on some more important affairs have been planned, one being arranged for October. This will be a gymkhana or automobile field day, to be held at the fair grounds. There will be various automobile events, including contests in tilting, balancing, etc. The program has not yet been fully arranged, and this is being done by President Merz and a committee of five other members of the club.

In connection with the home coming at Muskegon August 13, when 2,500 men and women who formerly lived in the Sawdust City are to come back for a brief visit, a floral automobile parade is being arranged. Michigan isn't very strong on such carnival features, but there is a big lot of motor cars owned in the city and vicinity, and a whole lot of wealth as well. The intention is to make this feature notable and to ob-

tain results if money and energy can provide them.

A race meet will be held at Goshen, Ind., on August 15 at the Barney Driving Park. Barney Oldfield will be among the contestants, and drivers of note from all parts of the country are expected to compete.

Following its successful race meet held on July 4, the Wildwood (N. J.) Motor Club has arranged a similar affair for August 1. Chief of the events on the program is a matched race between the Chadwick Great Six and the 120 hp. Fiat, both of which broke the Wildwood mile record of 44 seconds at the Independence Day meet. The Fiat made the mile in 42.3-5 seconds, while the Chadwick did it in 43.2-5 seconds. The representatives of both cars are confident they can do the mile in better than 40 seconds. In addition to the match race there will be eleven events as follows: Gasolene cars under \$1,250; gasolene cars, \$1,251 to \$2,000; gasolene cars, \$2,001 to \$3,000; gasolene cars, \$3,001 to \$4,000; four-cylinder cars over \$4,000; stock steam cars; stock gasolene cars, any horse power or any price; six-cylinder gasolene cars, free for all; free for all, all powers, all types. Time trials any make, kilometer and mile.

Considerable interest is being evinced in a series of industrial vehicle trials to be held at Piacenza, Italy, next September. The Italian War Office will buy at once several of the vehicles competing in the trials. Many English builders have lately been trying to secure orders from the Italian military authorities, but the contracts to be given out will depend on the results of the Piacenza trials.

Plans are being formulated by the New Jersey Automobile and Motor Club for a club run to Flemington, N. J., on August 6.

A club run, to be held some time in the near future, is being planned by President Geo. F. Lee, of the Wilkesbarre Automobile Club.

It is officially announced that the race which was to have occurred on the Ardennes circuit on August 12 has been postponed until the last week in the month, the exact date to be announced later.

HIGHWAYS

Maryland motorists are evincing much pleasure over the determination of the State Good Roads Commission to begin surveys at once for the State roads, which it is proposed to build with the \$5,000,000 authorized by the Legislature. The commission this week decided upon the routes to be followed in St. Mary's and Calvert Counties, and Chief Engineer W. W. Crosby was authorized to begin the surveys at once. Already the surveying parties are at work and in a short time it is believed the commission will be ready to award the contracts for the work. It is realized after the routes are selected it will require several weeks to secure all rights of way and then the specifications for doing the work will be advertised several weeks before the bids are opened. Considerable progress, it is believed, can be made on road building before cold weather sets in. During the winter the details for the road running through the Eastern Shore counties and several roads in Western Maryland will be mapped out so that it will be possible to let some contracts in February and the contractors will be able to begin work as soon as spring opens. Briefs have been filed with the State Commission recommending the selection of the old stage route between Annapolis and Washington as one of the roads to be built by the State.

As a result of the arrest of the Abington and Newton township supervisors in Lackawanna County, Pa., for the leaving of loose stones in the road, supervisors of townships in all the counties of that part of the State have taken warning and are making a decided improvement in the condition of roads under their jurisdiction.

Announcement has been made by President Robert P. Hooper, of the Pennsylvania Motor Federation, that the campaign for highway improvement in the Keystone State is to be taken up with renewed vigor. The federation is a strong advocate of the use of the King split-log drag in the maintenance of public highways. Because of the simplicity and efficiency, as well as the cheapness of this implement, it is destined to come more and more into general use. With the drag properly built and its use understood the

up-keep of roads becomes a simple and inexpensive matter. In the construction of the drag care should be taken to make it light enough for a man to lift. The best material is said to be a dry red cedar log, though red elm and walnut are also considered available. The log should be from ten to twelve inches in diameter. It should be split carefully and a heavy slab attached to the front. It should be hitched up at such an angle as to drag the dirt from the sides to the center of the road. Already several clubs affiliated with the federation have begun work on the roads in their respective communities. Among this number the Automobile Club of Delaware County and the Motor Club of Harrisburg are particularly active. The former organization, of which J. H. Weeks is president, is bending its efforts toward the improvement of the Baltimore Pike, while the capital city motorists are devoting their attention to several stretches of bad roads in that section of the State. They are trying to interest the supervisors into co-operating with them in upholding the dignity of the State Capital by putting the incoming and outgoing highways in better condition.

Residents along the Copley road which runs southwest of Akron, O., recently met and decided to improve the roadbed with brick or macadam for a distance of one mile and a quarter from the city limits. The work will cost about \$12,000 a mile. Ninety per cent. of the abutting property owners voted in favor of the pavement. The improvement will be made under the provisions of the State law. A big improvement in the road conditions west of Akron are to be made this season by the macadamizing of the Medina road.

County and township officials of Miami, Wabash and Cass Counties, Ind., have formed an association to push the improvement of roads. George Allen, of Pettysville, and C. E. Davis, of Peru, have been elected president and secretary, respectively, of the association.

It has been demonstrated that the effect of the King split-log drag on any ordinary dirt road, after several treatments have been made, is to form a solid and smooth surface which is not only almost as hard as asphalt, but which will turn water during the rainy seasons.

A E R O N A U T I C S

The Chicago, piloted by C. A. Coey and C. T. Bumbaugh, of Chicago, was the winner of a balloon contest which started from St. Paul Saturday afternoon, July 18. Five balloons started in the contest, but none of them succeeded in traveling beyond the State's border. The winning balloon Chicago effected a landing at Bloomington Prairie, a small town 73 miles southeast of St. Paul. The inferior quality of gas used is given as the reason for the poor success of the flight. The first balloon to leave the starting point was the King Edward, of Montreal, piloted by Captain Bennett, which rose at 4.53 o'clock. The second was the American, owned by L. N. Scott, of St. Paul. It was piloted by Captain P. S. Hudson, assisted by H. P. Wild. The third, the United States, of Minneapolis, was piloted by A. P. Muller, with William Shephard as assistant. The fourth was the Pommern, the German balloon that won the James Gordon Bennett race from St. Louis last year and established the American record for a long-distance flight. It was piloted by Dr. Julian Thomas. The fifth was Coey's Chicago. It got away at 6.15 p. m. The American covered 70 miles; the United States, 62 miles; the Pommern, 61 miles; and the King Edward but 24 miles.

It is the intention of the Board of Ordnance of the United States Army to ask the next session of Congress for an appropriation of \$1,000,000, to be used in experiments of dirigible airships, such as are now being tried out in Europe. Officials of the Signal Corps believe it more advisable to make an appropriation for the construction of large high powered dirigibles than for a battleship of the Connecticut type. This type of battleship costs about \$8,000,000, whereas for that amount of money 40 large dirigibles could be built. Signal Corps officers believe that if dirigible balloon stations were established at Boston, Norfolk and Charleston on the Atlantic coast, as well as at Mobile and at San Diego, San Francisco and at Bremerton on the Pacific side, they would form a coast defense of incomparable value. Aerial navigation, in the opinion of the army, has already reached a stage which

promises great practical developments in the future, and the value of a dirigible balloon as an engine of war, it is believed, has already been demonstrated. A fleet of dirigible balloons would be a valuable adjunct to the coast defences of a country, as they would be able to sail out against an approaching fleet without exposing themselves to the enemy's fire and would be able to make quick and accurate observations of the enemy's strength. Little confidence is placed in the heavier than air machine as an engine of war, as this type of machine will, it is believed, be limited to carrying small burdens at a high rate of speed and necessarily will be more dangerous to operate than a dirigible. On the other hand, the dirigible has a sufficiently high speed for all practical uses, a large carrying capacity and an extended cruising radius.

It is the belief of army and navy officers in Washington that balloons and airships will figure very prominently in the next war that is fought. For this particular reason the army balloon tests which are to begin at Fort Meyer next week will receive much attention in military circles. It is understood that several of the military attachés of the Diplomatic Corps will be at Fort Meyer to take notes and report to their governments. One of the most important results of the Fort Meyer tests probably will be the establishment of an aerial corps in the navy. Assistant Secretary of the Navy Newberry will be one of the interested spectators. Another enthusiast in the navy is Rear Admiral C. C. Chester, of the Bureau of Equipment. Rear Admiral Chester declares that aeronauts should be an adjunct of the navy because the mariner is specially fitted to deal with the conditions that are met with in the air. Lieutenant Robert P. Henderson, chief engineer of the battleship Missouri, has made extensive experiments, having for their object the application of the gyroscope to flying machines. He has the report of Rear Admiral Chester and other naval officers in recommending the establishment of a corps in the navy to be devoted to the application of aeronautics to naval warfare.

What is Being Done to Allay Dust

The thousands of experiments for the suppression of dust on macadam roads which have been made all over the country during the past five years have now developed a vast amount of data on the subject. All kinds of promising compounds which make the dust sticky or heavy have been tried.

Sometimes they have been of a character that would permit of their being dissolved in water and used from an ordinary sprinkling cart, giving to the water a soapy or sticky character to delay evaporation. Several of these liquids have demonstrated their ability to keep the road dustless for a short period. None of them aim to, or have succeeded in preventing dust formation. Sea water has also been used in sea coast cities to some advantage, resulting in a considerable saving in sprinkling expense.

Considerable areas have also been treated with oil of various grades and gravities, produced from either petroleum or asphalt. Their effect upon the road has been considerably longer, and a good treatment with oil will keep the road dustless for weeks, inasmuch as it will not evaporate, but will disappear only by absorption into the roadway. The serious detriment to the use of oil, however, has been the fact that it is obnoxious to pedestrians. Skirts and shoes are stained by it, and the automobilists and carriage owners complain of damage to their vehicles.

Moreover, the oily dust which does arise from an oil treated road is especially dirty and obnoxious, and property owners on oil treated roads have made much complaint against the treatment.

It has been generally recognized during the last year or two that all these methods are mere palliatives and do not strike at the source of the trouble, namely, the weakness of the natural

macadam binder. Under old-style traffic a macadam road wore out very slowly; but automobiles will destroy the finest surfacing in a year, stripping the top dressing down to the number-two stone. The water then finds ready access and does great damage.

Many counties facing the problem of automobile wear, preferred to give up all attempt at maintaining a top dressing of fine screened stone, and have admitted traffic directly upon the coarser stone, which constitutes the second layer. It was recognized that if this mosaic of number-two stone could only be made waterproof it would give tremendous durability, inasmuch as the abrasion on this surface as compared with a surface of fine screenings, was practically nil. The mosaic in fact, on an old road, is practically non-dust-producing, but is very susceptible to erosion by water and disruption by frost.

It has been found that tarvia could be used to make the mosaic waterproof. This tar compound is applied to the road in a liquid condition and hardens among the fine interstices of the roadway somewhat like cement in concrete. It is absolutely waterproof, and a road so treated will shed water like the proverbial duck's back. In fact, if the road happens to be imperfectly drained so as to leave puddles after a rain, the water in the puddles will not be absorbed by the road at all, and will only disappear by evaporation.

A single treatment with tarvia will give good results for a year, and will frequently show good effect much longer. Sprinkling is unnecessary, and an occasional cleaning is the only care required.

A treatment with tarvia for such roads costs about \$300 per mile and calls for no apparatus except an ordi-



OYSTER BAY, L. I., ROAD TREATED WITH TARVIA

nary sprinkling cart with a special adjustable nozzle.

It is pretty well established that the tarviated surface preserves the road so well as to more than save its cost in the renewal of the stone. Automobile traffic, instead of breaking it up, actually makes it smoother.

It may be objected that the road made of exposed number-two stone must be rougher than one with the usual top coat of fine screenings. This is correct, and this style of tarvia treatment would hardly be appropriate for city parks and boulevards, for instance. For village streets, however, and county thoroughfares, where the cost of maintenance is an important consideration, this process of road building can be used to great advantage. The difference is principally a matter of appearance, the slight roughness of the surface not being great enough to affect the comfort of those who ride over it.

The possibility of securing dustless

roads at less than the cost of dusty ones makes it certain that this method of road construction will come rapidly into vogue.

The illustration of the road in Oyster Bay, L. I., shows the effect of tarvia on one of the principal streets of the village nine months after the application of the material. This village was one of the first to experiment with this style of road building, and its use in the vicinity is being rapidly extended.

'Bus Lines for Indiana Towns

INDIANAPOLIS, Ind., July 21.—An automobile line has been opened between Greensburg and Clarksburg, which have previously not been connected, and busses are now connecting with all railroad trains at Greensburg. The Indianapolis Motor Car Co. of this city states that another line will be opened as soon as cars can be obtained between Greensburg, Napoleon, Osgood and Versailles.

A.-K. Company Wants Damages

The Allen-Kingston Motor Car Company has begun an action in the Supreme Court of New York to recover \$45,000 from the Consolidated National Bank and William O. Allison, Elverton R. Chapman and Thomas J. Lewis. This week Justice Erlanger denied an application by the defendants to have stricken from the complaint several of the allegations as irrelevant, scandalous and immaterial.

The allegations which the defendants sought to have stricken out relate to a guarantee said to have been given by E. R. Thomas and Orlando F. Thomas, former directors of the Consolidated National Bank, that the Kingston Motor Car Company, a Thomas concern, would fill a contract to supply Walter C. Allen with 100 automobiles, mostly of the taxicab variety. It is also alleged in the complaint that Allison, Lewis and Chapman by falsely representing to the plaintiff that the New York Car and Truck Company was a solvent concern induced the plaintiff to transfer the contract to this company, which presently went into bankruptcy.

The contract was made on July 1, 1907, by Walter C. Allen with the Kingston Motor Car Company for the delivery to Allen of 100 automobiles before April 15, 1908. Allen put up \$15,850 as a deposit and then assigned his contract to the Allen-Kingston Motor Car Company. But the automobiles did not come along according to contract, and only six were delivered altogether by the Kingston company.

It was proposed, the complaint recites, that the contract should be turned over to the New York Car and Truck Company, and relying on the representations of the Consolidated Bank, through its officers, Allison being president, Lewis vice-president and Chapman a ~~direct~~ the plaintiff company and Al-

len consented to this arrangement on the distinct understanding, it is alleged, that the bank was vouching for the financial responsibility of the New York Car and Truck Company.

Relying on these representations, the complaint sets forth, \$17,000 was paid for the six automobiles already delivered and \$9,150 more was paid as deposit, making \$25,000 in all given as security by the Allen-Kingston company. Various expenses, such as advertising, etc., were also incurred, the complaint states, to the extent of \$11,550.

The transfer of the contract, it is contended, wiped out the Thomas guarantee and made the Consolidated Bank a guarantor of the contract, and therefore as the New York Car and Truck Company defaulted on the contract the Allen-Kingston company demands from the bank the return of its \$25,000 and also the \$11,500 spent on advertising and salesmen and \$10,000 business damages besides. There is an allowance of \$1,500 for the six automobiles delivered.

The complaint alleges that so far from being solvent or able to carry out such a contract the New York Car and Truck Company was very heavily in debt, largely to the Consolidated Bank itself, and to the Hudson Trust Company, of which the defendant Elverton R. Chapman was president. It is alleged also that the Consolidated Bank owned quite a block of New York Car Company stock and was seeking to help this concern out of its difficulties. The truck company went bankrupt on March 6 last.

Justice Erlanger says that he can find nothing immaterial or irrelevant in the plaintiff's complaint, and that on the contrary, he considers most of the allegations as very necessary to establish a cause of action.

A. L. A. M. Admits Chalmers-Detroit

For the first time in two years the Association of Licensed Automobile Manufacturers admitted a new member last week. The announcement followed the meeting of the executive committee held in New York, July 17, the fortunate concern being the Chalmers-Detroit Co. (formerly the E. R. Thomas Detroit Co.), which had been marketing their product under the license of the E. R. Thomas Motor Company of Buffalo. The new license granted the Chalmers-Detroit Motor Company is an

independent one and on the same basis as the other members of the association, and the admittance of this company to the association is mutually advantageous.

The well organized company and well equipped factory of the Chalmers-Detroit Motor Company make their membership to the association a valuable one to the latter, as it places in the association ranks another low-priced car, which has been needed for some time, it is stated.

The Evening Bulletin Butts In

Except that the imitation is a vast improvement in many respects over the original, the *Evening Bulletin* is a dead ringer for the *Evening Journal*. The former publication bears the name at its masthead of J. B. Rowland as editor, and, as might be expected, coming from the head of the Publicity Press, is an extremely clever production. Its real purpose is to provide publicity for the Jones Speedometer products, and that it does this goes without saying.

While attractively gotten up in imita-

tion of the most flagrant example of yellow journalism extant, the editorial page is the part that is screamingly funny. From the leader, "What Is Unfair Business Competition?" to the column devoted to the "Advise to the Lovelorn," proffered by "Beatricks Fairtax," with the "original" cartoons entitled "Knocker the Monk," nothing is omitted that helps to make the similar page of the *Journal* a source of delight to the appreciative. The amusement notices are particularly amusing.

Road Making in Nevada Desert

Dr. M. A. Miller, of Rawhide, Nev., has purchased two more Thomas Flyers for his stage line, which is running between Schurz and Rawhide. The doctor has a novel way of making roads in that country, and his invention has done much toward developing the desert. His method is to make a road machine out of thirty-foot timbers, which are bolted together and equipped with cutters at the forward end.

Twenty horses are hitched to the machine, and in its progress over the desert it clears a road the exact width of an automobile, levels it to a consid-

erable extent and cuts away the sage brush all in one operation. A different set of shoes is then attached to the forward end, and returning over the course the road is brought up to a fairly good grade. A mile and a half of very presentable road is thus made in one day, and at a comparatively low cost.

Reeves Back in Harness

General Manager Alfred Reeves, of the American Motor Car Manufacturers' Association, returned to his office this week for the first time since his recovery from an attack of appendicitis.

Effect of Armor-Studded Tires on Roads

The secretary of the Local Government Board has addressed a letter to the secretaries of the Royal A. C., Society of Motor Manufacturers, and the Motor Union on the subject of studded tires, says the *Autocar*. The letter referred to armored tires, but there is no doubt that by this term it meant metal-studded tires, and not merely covers armored with steel plates.

A sub-committee appointed by the Technical Committee of the Royal A. C. has been at work on the subject of metal-studded tires for some time, and we expect before long its report on the results of its labors and the conclusions at which it has arrived will be published. The Local Government Board, as the head of all local authorities, will no doubt be greatly influenced by the replies which it receives from the club and other motor organizations it has addressed, and it has dealt so fairly with matters concerning motorists that we have every reason to hope that it will take no drastic action now. At the present time there is an inclination to exaggerate the effect of metal-studded tires upon the road, not only on the part of various road authorities, but also among motorists themselves. From observations we have made on roads we have known well for many years, we are convinced that the metal-studded tire is not black as it is painted, and that many of the "pot" holes in roads which are attributed to it are really due to the fluted steel wheel of traction engines and heavy lorries, combined with the pickaxe action of horses' metal-shod hoofs.

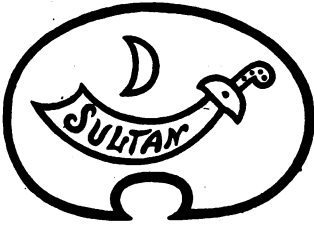
What is most wanted is an experiment on a large scale, to the cost of which all motoring organizations and motorists generally should contribute, as it would necessarily be very costly. After all, nothing definite is known.

We believe that metal-studded tires do comparatively little harm, others are equally convinced that they are very destructive, but neither we nor they can prove our beliefs, and in the meanwhile the user of the studded tire is classed as a scapegoat, upon whom the blame for all badly holed roads is laid.

Everyone must have observed that some roads are unaffected by the traffic they bear. We do not suggest that these roads do not wear, but merely that they wear equally and not into waves and holes. This is simply because they are up to the work, but motor and other traffic must use roads which are comparatively weak, and which break up more or less badly under traffic, and anything which can be done to reduce undue wear of weak roads should be done. Roads will be strengthened as time goes on, but for many years to come the average road will be below rather than above its load.

One of the most convincing proofs we know to show that the destruction of metal-studded tires is greatly exaggerated is afforded by a newly tarred stretch of road. Immediately after tarring the surface is usually covered with a thin layer of very fine grouting, often little better than sifted road dust, and it takes some time for the tar to set under it. While in this plastic state the surface should be watched. It will be found that the narrow wheels of most horse vehicles and the hoofs of all horses cut right through the thin layer of dust on the surface of the tar, and expose it so that their wheel and hoof marks are shown in wet black tar on the otherwise dust covered surface. Traction engines are still worse, and cut right through the tar to the road itself. On the other hand, the steel studs on motor car tires only slightly dent the surface; they never expose the tar, still

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Wheelbase, 98 1-2".

Sultan 5-Passenger Touring Cars

4 cylinders. 24-32 h. p. \$4,000
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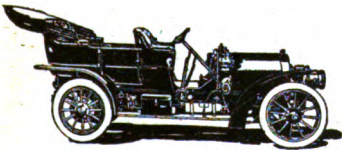
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1908 A. A. A. TOUR

SECOND SECTION, PITTSBURG TO HARRISBURG

Following are the details of the second section of **AUTOMOBILE TOPICS'** re-arrangement of the 1908 A. A. A. tour. The route is from Pittsburg to Harrisburg, over mountainous roads, which, however, present no very great difficulties to the driver of experience and car of reputation.

Leaving Schenley Hotel, T. R. on Fifth Ave.; T. R. on Penn Ave.; on through Wilksburg. At fork bear left; at next fork bear right, and at next two forks keep right. Continue into

MONROEVILLE (10.4 miles).

Pass crossroad; at fork bear left; over two small creeks, and at fork bear right; at next fork bear right. On through Murrysville. At fork bear right through Newlonsburg; at next fork bear left. At fork bear right; at next fork bear left; on through Export and Delmont. Sharp right curve, and at fork bear left; through Five Points; at fork bear left, and at next fork bear left; at next fork bear right; on through Salemville. At fork bear left, and on through New Alexandria. Main road, and at fork bear right; at next fork bear left, and at next fork bear right into

BLAIRSVILLE (39.1 miles).

Over railroad crossing at Blairsville station; pass cemetery on left and over narrow gauge railroad crossing; pass crossroad and at fork bear right; at next fork bear left, and at next fork bear left. Continue on main road through Little Washington and Armagh; at fork bear right with poles; T. R., leaving poles; bear right over bridge, and on through Cramer. At fork bear left, on to Cramer Pike; at next fork bear left, and continue through Coopersdale and Cambria City into

JOHNSTOWN (65.6 miles).

T. R. on Bedford St., and at fork bear left and follow trolley through Daleboro; at fork bear right, leaving trolley; at next fork bear right through Geistown; sharp S turn; at fork T. L., and on through Scalp Level. Sharp turn and right curve under bridge and through Winsver. At fork bear left; pass schoolhouse and T. R. At fork bear left; pass Felix P. O., and continue into

PLEASANTVILLE (89.5 miles).

At fork keep right; through bridge and bear left; turn right, and on through Spring Meadow and Fishertown. Cross road, T. L. and pass crossroad; at fork bear right; very sharp right curve; end of road T. R. At fork bear left, and at next fork keep right, into

BEDFORD SPRINGS (106.4 miles).

Leaving Bedford Springs Hotel take left fork; cross road; T. R.; over bridge over Juniata River, then bear right; sharp left curve; at fork bear right. On through Mount Dallas. At fork bear left through Everett, into

BREEZEWOOD (124.1 miles).

On through Reamers and Harrisonville into

McCONNELLSBURG (142.2 miles).

At fork bear left up Cove Mountain, three-mile climb, and on through Fort Loudon; through Saint Thomas; at fork bear left into

CHAMBERSBURG (163.6 miles).

T. L., Public Square on right at turn, and along Main St. At fork bear left with trolley on Edgar Ave.; T. L. on Norland Ave. with poles on left; curve right, poles both sides. On through Green Village and Shippensburg. At fork bear left; through Stoughstown; on through Mount Rock into

CARLISLE (195.3 miles).

T. L. on Hanover St., follow trolley and at fork bear right; pass crossroad and on through Middlesex and New Kingston. On through Hogestown into

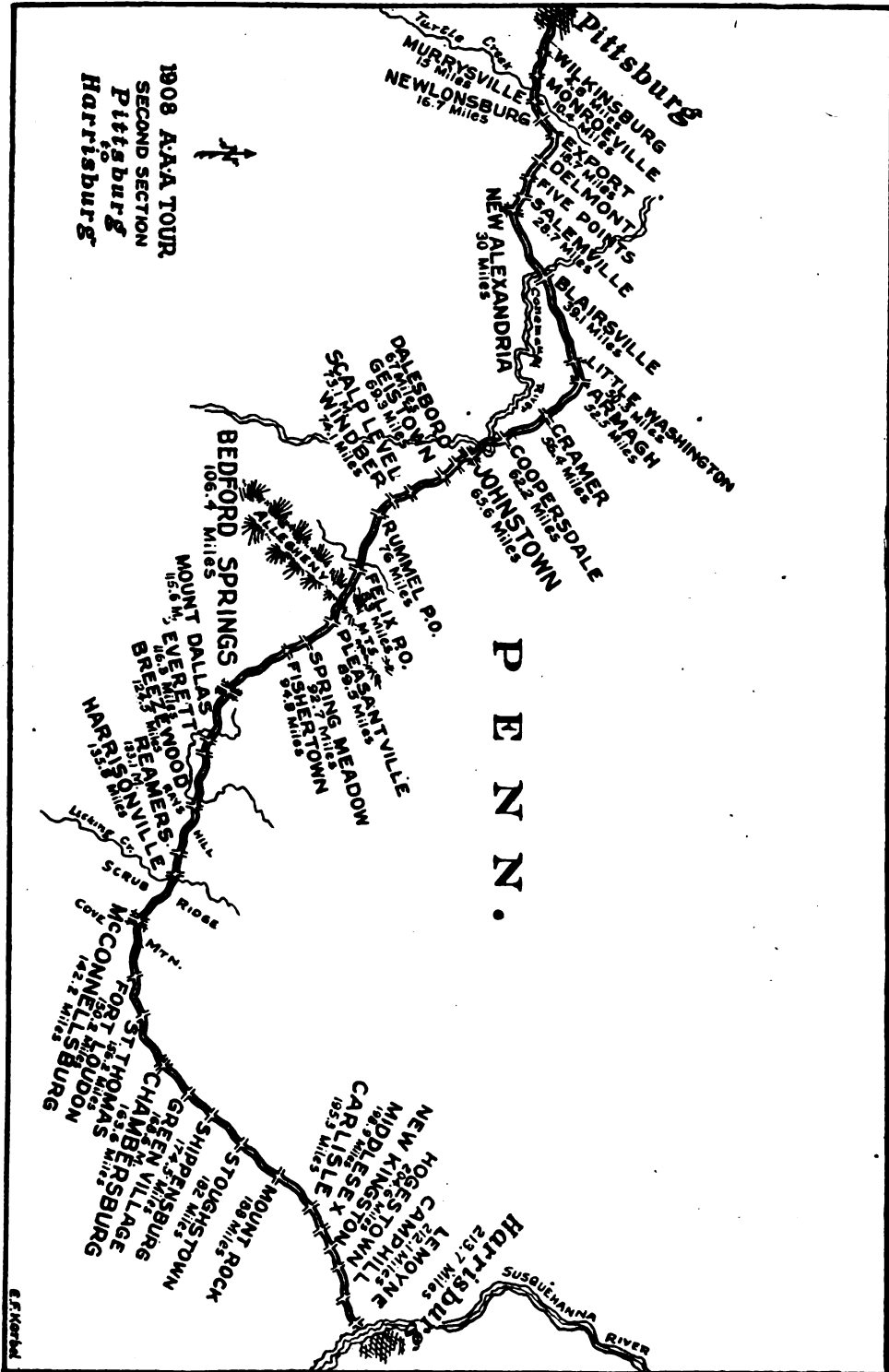
CAMP HILL (210.1 miles).

Then on through Lemoyne; continue and cross long bridge over Susquehanna River. Cross another long bridge over Susquehanna River and on into

HARRISBURG (Lochiel Hotel) (213.7 miles).

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It is the uniformly satisfactory manner in which Morgan & Wright Tires stand up under any kind of service, from a Glidden Tour to a trip "downtown" and back, that makes them the ideal equipment for the motorist who uses his car under a variety of conditions.

Here's the way they stood up under one test—a 50-mile race—at Los Angeles, Cal.:

"The Model 'G' Cadillac entered by us in the fifty-mile race at Agricultural Park, on May 30th, was equipped with Morgan & Wright tires, and made a most creditable showing in this race. These tires showed very little wear as a result of their fifty miles hard usage in the race, and after the race were still good for several thousand miles of ordinary service, notwithstanding that they had been used some sixty-seven miles on the car in the try-out. In fact, the remarkably good service they gave was one of the features of the 'race meet,' and, of course, contributed most materially to the success of the car.

"We are also pleased to state that your tires made equally as good a record on the Cadillac in the one hundred-mile race the following day.

"Yours very truly,
"LEE MOTOR CAR CO.,
"D. M. Lee, Mgr."

Every Morgan & Wright Tire has that same ability to give troubleless service, whether it is used in racing, touring or city driving.

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SPEED.—The RENAULT holds the World's Record for 100 miles.

On March 6, 1908, at Ormond, Florida, M. G. Bernin drove a 60 H. P. RENAULT 100 miles in 1 hour, 12 minutes, 56.1 seconds, an average of 82.1-2 miles per hour; lowering the previous World's Record by 2 minutes, 54 seconds. Racing Boards have decided that a racing car, to be called a racing car and not a "freak," must run 100 miles at an average speed of at least 60 miles an hour. Therefore the winner of the 100-mile contest earns the Blue Ribbon of Speed.

ENDURANCE.—The RENAULT holds the World's Record for 24 hours.

On Sept. 6th, 1907, at Morris Park, a 35-45 H. P. RENAULT stock car won the 24-hour race, covering 1079 miles at an average speed of 45 miles per hour; and established a World's Record for a single car in competition on a mile track. The 24-hour race is the most exacting test of the endurance qualities of a car. No severer strain can be put upon a motor than 24 hours' consecutive racing. That is why the 24-hour race is the Blue Ribbon Event of Endurance.

RELIABILITY.—The name RENAULT is synonymous of Reliability.

A 1905 RENAULT can still be run from New York to Chicago without a hitch. A RENAULT always keeps its value. A 20-30 H. P. RENAULT, 1905 model, after three years' use, sells for \$3,000. The initial cost of a RENAULT is a little more than that of the high grade American car, because of the 45 per cent. import duty. But the superiority of workmanship and material are worth more than the difference.

RENAULT cars from 20-30 H. P. up are sold with a guarantee to make the run between New York and Chicago. All RENAULT cars carry a written guarantee for one year. FURTHERMORE, we guarantee the RENAULT for life against any defect in either workmanship or manufacture.

What American car will make that statement?

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Mention "Automobile Topics" when writing.

less the road beneath it, and it is thus fairly obvious that metal-studded car tires do far less harm to the road than horses and horse-drawn vehicles. This does not apply to tarred roads in towns alone where the speeds of horse-drawn and motor propelled vehicles approximate, but equally to tarred stretches in the open country over which cars are driven at higher speeds than the more destructive horse-vehicles.

As to the comparative effects of metal-studded and all rubber tires, it will be found that upon a muddy road either seem to make impressions equally deep, according to the plasticity of the road surface, and neither cut so deeply as the narrow wheels of horse carriages or carry away great pieces of road as do traction engine wheels. We do not for a moment suggest that motor cars

inflict no wear on the roads—all traffic must wear them away—but we do most unhesitatingly assert that motor traffic is in the main far less destructive than horse traffic, and we are convinced that most of the damage attributed to the motor car is really due to the combination of horse and traction engine traffic.

In considering metal-studded tires it should be remembered that there are various sorts; some have very prominent studs indeed, others have studs which even when new are flush with the leather. It is true the prominently studded tires soon wear low, so that the studs no longer project above the tread proper, but while new the wear caused to the road must be somewhat greater than that caused by the flush studded type.

Mosaic Roads Prove Successful

According to *La France Automobile*, the term "mosaic roads" is applied in some of the countries of Europe to a type of road which is paved with small regularly cut cubes of granite with equal planes of an area of 1.25 to 1.5 square inch. After the road has been cleared of ballast and carefully leveled, these cubes are laid side by side in very close proximity in a bed of sand into which they are forced by a rammer.

The first mosaic roads were constructed twenty-two years ago in the Province of Hanover. Since that time, thousands of kilometres of such roads have been constructed in Germany, England, Austria, Hungary, Sweden and Denmark. While metalled roads constructed at the same epoch, upon similar ground and having to support an equally heavy traffic, have already had to be reconstructed several times, the mosaic roads have not cost a cent for repairs in twenty years. If the stone employed is of good quality, the

life of the paving is, in fact, from 20 to 30 years.

Experience has shown that the small cubes laid in sand in such a way as to form a mosaic are as stable and resistant as if they were imbedded in cement. The joints are, for hygienic reasons, filled in with sand as in cities.

Many Users of Motor Trucks in Indiana

INDIANAPOLIS, Ind., July 21.—About sixty local concerns are now using motor trucks and delivery wagons, the number in use having almost doubled within the last year. The increase has also been large throughout the State, merchants and manufacturers in the smaller cities and towns taking kindly to the plan.

Within the last few days an immense van has been placed in service by the Shank Furniture & Storage Co., and it is being used for moving household goods. All of the belongings of a small family can be loaded on the van at once.



Maxwell-Briscoe Managers Are Entertained

The main office of the Maxwell-Briscoe Motor Co. at Tarrytown, N. Y., was a busy place last week, when the branch-house managers of the company assembled in annual convention. The program for the first day's session included reports on business conditions throughout the country; Tuesday saw the guests on a "rubberneck" tour through New York, and in the evening Mr. Briscoe regaled his friends with a banquet at the Cafe Martin, which was followed by an evening business session in which Mr. Briscoe divulged part of his new automobile selling plan, which according to all indications promises to revolutionize the methods of selling automobiles in this country.

Among those present at the banquet were Benjamin Briscoe, J. D. Maxwell, W. S. Hathaway, New York; P. Chiera, Detroit, Mich.; T. B. Smith, Chicago,

Ill.; J. W. Willcox, Los Angeles, Cal.; J. C. Handley, Dallas, Tex.; C. G. Bleasdale, Cleveland, O.; C. F. Benzinger, Buffalo, N. Y.; C. F. Munroe, Buffalo, N. Y.; T. F. Dunn, Pittsburg, Pa.; F. J. Tyler, Boston, Mass.; C. W. Kelsey, Philadelphia, Pa.; A. R. Gormully, Tarrytown, N. Y.; J. M. Austin, Atlanta, Ga.; E. W. Davenport, Col. K. C. Pardee, New York City; R. Irvin, New York City; F. D. Dorman, Tarrytown, N. Y.; L. W. Hazard, High Point, N. C.; A. I. McLeod, Detroit, Mich.; F. J. Linz, San Francisco, Cal.; Ernest Coler, Dobbs Ferry, N. Y.

The Glide Automobile Club of Peoria, Ill., recently observed orphans' day by taking the children of the Home of the Friendless for an outing. Forty-two children and their nurses enjoyed the ride.

Furnishing Repair Parts Promptly

"It is just as important to be able to fill a repair order as it is an order for a new car, and one of the principle troubles with so many automobile manufacturers is their inability to ship repair parts from stock," says a well-known tradesman.

"Before our company was organized I made up my mind that when I entered the manufacturing line I would make it impossible for a customer to fail to get any repair he might order, even if I had to dismantle a new machine to take care of the repair order. And when the company was started that fact was kept in mind, and to-day an owner of one of our cars anywhere in the world can order any part for a car, from a screw to a wheel, on any model, and have it shipped the day the order is received.

"We have to date made eight distinct models, but we carry a stock of repairs for each of them, and not only of each model, but for each little change made in each model.

"This is absolutely necessary, and by

putting yourself in the other man's place you will realize it. Suppose you are making a tour in the car you bought a couple of years ago, you have an accident and wire in for repairs. After waiting a day, suppose the house wires back, 'Account of machine being out of date cannot furnish repair parts ordered.' How does that help you forty miles from nowhere? If we found our Parts Department could not get the repair parts on the way in two hours, there would be another set of men for that department.

"It costs money—lots of it—to maintain such a department. A quarter of a million dollars is easily invested in that way. Just the other day we issued a manufacturing order to make a one-hundred-thousand-dollar stock of parts for repair orders. But it's money well spent, for a satisfied customer means a recommendation of our cars to all his friends, and these personal recommendations are our biggest advertisements."

Prizes for Suggestions by Acme Employees

H. M. Sternbergh, president of the Acme Motor Car Company, is a firm believer of the fact that in order to bring a manufacturing plant to its highest efficiency there must be hearty cooperation on the part of all the departments, and he has adopted a plan which has proven very successful. Every Saturday each employee hands to the timekeeper an envelope, which contains his suggestion for improvement, looking toward the betterment of the car, or details of management. These suggestions are very carefully passed on by the heads of departments and a prize of \$10 is given for the best suggestion.

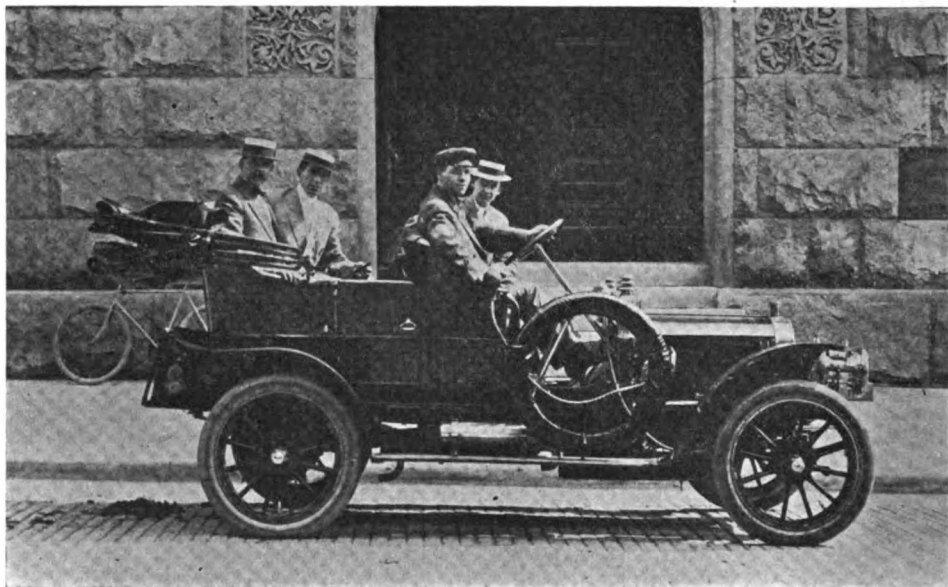
This plan has worked out very suc-

cessfully, and a number of improvements have already resulted.

Last 1908 Winton Delivered

The last car of the Six-Teen-Six output has left the Winton factory, and is on its way to Wm. R. Hearst. It is a magnificent landaulet, finished in maroon, and will make a striking addition to the show cars of Broadway and Fifth Avenue.

For several weeks at the Winton factory work has been directed toward the 1909 production, which, as has already been announced, will consist of six-cylinder cars exclusively. Details of the company's plans for the coming year will be announced August 1.



The Man and the Car from Home

Driving the "Car from Home," the "Man from Home," is driving from Kokomo, Ind., to New York. William Hodge is "the Man" and a Haynes is "the Car," while Kokomo is "Home." Hodge is the leading man of the company that will open at the Astor Theater, New York, August 17, in "The

Man from Home." The scene of this play, which had such a phenomenal run in Chicago last season, is laid in Kokomo, Ind. After purchasing a Haynes car, Hodge decided to drive over the road to establish a record to New York City and has started, accompanied by R. M. Ash, a member of the company.

John D. Rockefeller as a Tourist

For several years John D. Rockefeller has owned an automobile, and whether he is staying at Cleveland, at Tarrytown or at Augusta he takes a daily outing in his White limousine. A few days ago he bought another White, the third car of that make which he has acquired. His two former purchases, however, were limousines, while the new machine is a touring car, the first that Mr. Rockefeller has owned.

The supposition that he is to do some cross-country touring is strengthened

by the fact that Mr. Rockefeller has written to the touring bureau of the White Company asking for a set of White Route Books and making inquiries regarding State licenses.

Stanley Company Quits Racing

Announcement has been made that the Stanley Motor Carriage Co. of Boston have returned the Sir Thomas Dewar international mile trophy to the trustees, with the statement that they are out of racing.

"Laying Out The Glidden Tour"

The work of the Premier Pathfinder in blazing the way for the 1908 A. A. A. tour is told in attractive form in a pamphlet which has been prepared by the Premier Motor Manufacturing Co. It is entitled "Laying Out the Glidden Tour," and consists of a pamphlet attractively gotten up and illustrated, the text being from the pen of L. M. Bradley, special representative of the American Motor Car Manufacturers' Association, who had charge of the car. It tells of the run from Buffalo to Saratoga, and will prove of interest to persons thinking of touring in the delightful region traversed by the Pathfinders.

Peerless Advance Catalogue Ready

Under the title "All That the Name Implies," an advance description of the 1909 Peerless models has been gotten out by the Peerless Motor Car Co. It gives in brief, yet comprehensive, form the details of the two new Peerless models Nos. 19 and 25, with illustrations, etc.

New Members for A. M. C. M. A.

Three more automobile concerns have been voted upon favorably for membership in the American Motor Car Manufacturers' Association. These are the Holsman Automobile Company, Chicago, Ill.; W. H. Kiblinger Company,

Auburn, Ill., and the Midland Motor Company, Moline, Ill.

The first two are leaders in the production of buggyabouts or motor carriages of the high-wheel type, while the Midland is a high-grade product of the factory that formerly made the Deere-Clark car.

Here's the Lancia Car

Vincenzo Lancia has followed the example of several other racing drivers and embarked upon the manufacturing sea. A car bearing his name has made its appearance both in Europe and America, and is said to contain some novel and ingenious features.

Motor 'Buses for Famous Stage

The historic old stage line running from Placerville to Lake Tahoe, Nev., which Mark Twain made famous by his story about Horace Greeley, is to be replaced by motor-buses. The time will be much shortened, while the journey will be a more pleasant one than with the horse-drawn stages.

Walter A. Woods, whose retirement from the Cleveland Motor Car Company was noted last week, will be at the head of a company that is to be organized to manufacture and market a four-cylinder car.

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Illustrated.

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AMERICAN AUTOMOBILISTS.

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The "Borrowing" of Cars and the Penalty

The courts of to-day are disposed to regard the motor vehicle with the seriousness that its present use warrants—a disposition quite in contrast to the view frequently taken of the automobile a few years ago. Then it was regarded lightly, and a difference of opinion even existed as to whether it was an ephemeral form of vehicle construction or was destined to become permanent. It is true that very early in its existence the motor vehicle had its inherent right to use the public highway admitted and laid down as a principle of law. The fundamental having thus been established, however, the many questions of only slightly minor importance were often left to take care of themselves.

Elsewhere in this issue two very important and far-reaching decisions are noted. One of them—that affirming the non-liability of the owner of a car whose chauffeur uses the vehicle for his own pleasure *with* the consent of the owner—was handed down by an almost evenly decided court, and it must be reaffirmed by a higher tribunal before it can be regarded as unassailable. The second decision, however, is one that will commend itself not only to every motorist, but to every fair-minded person. It deals with the unlawful use of automobiles—the "borrowing" of cars without permission of their owners and in direct and studied defiance of their wishes. In sentencing an offender of this kind to six months in the peni-

tentiary Judge Norman S. Dike, County Judge of Kings County, N. Y., took occasion to state the case in these clear and judicial words:

"You have admitted that you wrongfully and without authority took and made use of the automobile of the complaining witness in this case. You have pleaded guilty to the crime of grand larceny in the second degree.

"You invited others to enjoy the use of the machine, with the usual result of reckless driving on your part, collision and the utter destruction of the automobile. Accidents of this kind, ending too frequently with fatalities that have shocked the entire community, have become altogether too common. Because you took the automobile for use, as you thought, only for a short time, does not make you any the less a common thief, and guilty of grand larceny.

"You are a man of intelligence and education, with no previous criminal record, and it is a disagreeable duty to have to impose upon you a sentence that will give you hereafter a criminal record, but I owe a still greater duty to this county to stamp out this contemptible form of larceny.

"I therefore sentence you to six months imprisonment in the penitentiary."

There will be little if any dissent from the conclusions reached by Judge Dike. Both as a matter of law and equity, and to place before such men as the chauffeur an example that will act as a deterrent, the pronouncement is valuable. The knowledge that judges take such action in the past have been too lightly condoned or overlooked for the sake of a good purpose. There will be less "talk" about accidents as a result thereof in coming years.

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YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 13)

B

Balloon, Pilot.—A small balloon sent up previous to the ascent of a larger one, to show the direction and velocity of the wind.

Bar, Stretcher.—See Stretcher-bar.

Bearing, Compound.—A bearing which takes a thrust in the direction of its axis as well as a load across it.

Bowden Wire.—See Transmission, Flexible.

C

Conversion of Energy.—See Energy.

Crown.

steering is entirely different, the fore-carriage comprises the two front springs and axle along with the rods and stays connecting them to the frame and steering wheel. (3) A passenger attachment fixed in front of a motorcycle.

G

Gas Mixture, Temperature cf.—See Mixture.

L

Lift, Variable.—The lift of a valve of which the action is modified by means of wedges varying in thickness.

M

Mill Rolls.—See Rolls.

Motor, Heavy Oil.—In a motor of this type a heavy oil is used with a flash-point of 300° F. instead of the lighter oil employed in gasoline cars. In order to use the oil, it is heated, previous to mixing with air, to form the "explosive mixture," and this constitutes the difference between the two.

countries, where a this type of motor light oils are expensive as well as at large cen-

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it has heated the vaporizer, and the main burner-valve is opened and ignition is effected, the pilot-light remains cut down to a small blue flame until the driver starts it up from his seat.

Pinch-fit.—A device for fastening an arm on a shaft by means of a bolt passing through lugs on the side.

Plate Rolls.—See Rolls.

Puddling Rolls.—See Rolls.

Pulley, Tightening.—The same as jockey pulley. q. v.

R

Resistance, Road.—See Road Resistance.

Resistance, Wind.—See Air.

Road Resistance.—The resistance offered by a road surface to the running of a vehicle varies greatly with the nature of such surface as well as with the wheel diameter and the width of the tire. With solid rubber and pneumatic tires, the resistance is less than with iron ones. As the average result of his experiments, Michelin gives the following figures, which show the relative values of the different tires in resistance to traction. The pneumatic is calculated as a mean standard, giving 100:

Tractive resistance of pneumatic tires	100
Tractive resistance of solid rubber tires	129.8
Tractive resistance of iron tires....	132.7

The tractive resistance increases with the speed of the vehicle, but the foregoing figures form a mean, and were obtained by testing at the speeds of walking and trotting. The resistance decreases in proportion to the increase in diameter of the wheel. This is explained by the fact that the smaller the wheel the further it will sink into the depressions in the road surface, and more power is required to pull the wheels out of them. The larger wheel bridges over the depression, and, instead of sinking into, rolls over it.

S

Steel, Regeneration of.—Steel which has been heated to slightly too high a temperature for a certain length of time acquires a coarse grain and become brittle. In such a state it should not be employed without having been submitted to

a treatment to bring it to a normal state. Such is the object of regeneration, an operation consisting in a rapid heating of the metal to about 1000° F. followed by a sudden cooling, then reheating to about 1600° F. followed by a slow cooling and protection against oxidation. These temperatures are not absolute, but must be varied according to the nature of the steel.

In this way it is possible to restore the quality of steel that has not been superheated. It is impossible to regenerate burned steel. See Steel. Burned.

Stretcher-bar.—A rod designed to maintain a constant distance between the axle and the differential shaft.

Sustentation, Plane of.—In aeroplanes, the planes of sustentation are surfaces which, in gliding upon the air, sustain the apparatus.

Sustentation, Polygon of.—The base, or polygon of sustentation, forms part of numerous problems which the manufacturers of automobiles have to solve. A car, particularly in turns, is influenced by so many different forces that its equilibrium is apt to be abruptly broken. In other words, the resultant of the forces in play and which passing through the car's center of gravity, should fall in the interior of the polygon of sustentation determined by the four wheels, may fall on the exterior of such polygon, and in this case the car upsets. It is in order to maintain this equilibrium that we see cars modified, according to the speed that they are to furnish, by lowering their center of gravity and by increasing their tread and their wheel-base and, consequently, their base of sustentation. A car of which the center of gravity is too near the ground, however, is apt to have its tires torn off on turns.

T

Traction, Resistance to.—See Road Resistance.

W

Wind, Resistance of.—See Air.

Wire, Bowden.—A device for transmitting a pulling motion from one point to another. See Transmission, Flexible.

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News Notes

With a view of demonstrating the endurance and reliability of Studebaker automobiles for private use, rather than establish records for unusual speed, the Studebakers have participated in a series of fourteen races and road events during the past several months. In all of these contests the Studebaker car, although often in competition with the best known cars of foreign as well as American manufacture, demonstrated its staying qualities under the most trying road conditions and covered each route with a perfect score. Moreover, the car employed was invariably out of regular stock, while the driver in every instance has been a demonstrator from the local branch; so that these performances can be accepted by the prospective purchaser as a good criterion of the work which any driver, with a fair amount of experience, should be able to get out of the Studebaker car.

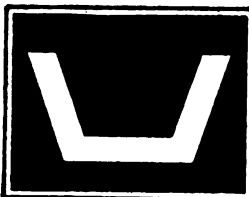
Mayor H. Otto Wittpen, of Jersey City, N. J., has recently had a set of Truffault-Hartford shock absorbers attached to his car, and in a letter to President E. V. Hartford, of the Hartford Suspension Company, he says he had little idea what a difference shock absorbers made in riding.

"Since the car was equipped with your shock absorber device, I have learned what 'riding on air' means," writes the well-known politician. "They are more than what you claim for them, and my only regret is that I did not attach the Truffault-Hartford at the time of purchasing the car, which would have saved me many hard bumps and jolts."

In a fire which burned the Bedford Garage, 1291 Bedford Avenue, Brooklyn, early Saturday, July 18, 14 automobiles were destroyed. The damage is estimated at \$50,000. The garage was owned by the Standard Automobile Company, and David W. Pratt, of 1309 Bedford Avenue, was manager. Pratt, with his son William, and James Mass, an employee, were showing a prospective customer an automobile when the machine took fire. Young Pratt and Mass were both slightly burned. The flames spread so rapidly that none of the automobiles could be got to the street.

At a hill-climbing contest held recently by the Rockville (Conn.) Automobile Club, cars fitted with Fisk tires made a remarkable record. They were entered in four events and won first place and something more in each case, one time finishing one, two, three. In event four, they were first and third; in event five, they were first and third; in event six, they were first and second; in event seven, Fisk tires were first, second and third. There were seventy entries and only seven cars having on Fisk tires.

Mention "Automobile Topics" when writing.



Drain or Gully

Whether or not you are warned by signal that you are approaching a drain or gully, be warned that **WEED CHAINS**

are necessary when you are negotiating in mud or sand, and on wet, slippery streets. *Write for Bulletin.*

WEED CHAIN TIRE GRIP CO.
32 Moore Street, New York

HAYNES

Haynes cars always have perfect scores in any kind of a test.

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Rainier

1908 Model D, 50 H. P.

New Factory, SAGINAW, MICH.

COMPLETE CATALOGUE NOW READY

RAINIER MOTOR CAR COMPANY


Broadway, cor. 56th St., New York

LOOK ! LISTEN !!
DON'T STOP




DOW TIRE CO., 2,000 Broadway, New York

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(REG. U.S. PAT. OFF.)
SPARK PLUG
TEST
AND
PROOF.
"INFALLIBILITY"



This is the Demonstration Which Proves
Beyond a Doubt the Value of a Spark Plug

A plug that will spark in water will spark under any conditions found in a gasoline engine cylinder, for soot, oil, carbon, or their combinations, can not be compared with water as a short circuiting matter. Facts and actual tests prove this.



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217-c High St., Newark, N. J.

A STRENGTH FOR EVERY STRAIN

Every inch and section of an automobile tire is subjected to severe strain and shock in every mile of travel. Every inch and section being of uniformly perfect strength, even the most severe service can develop no weakness in

PENNSYLVANIA CLINCHER TIRES

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PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

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334-336-338-340 West 44th Street, New York City

The 30 hp. Studebaker touring car which was selected last year by Major General Frederick D. Grant to carry military dispatches from New York City to Fort Leavenworth, Kan., a distance of over 2,100 miles, is the first car that the Studebaker company has ever entered in the Glidden tour. It is one of the three Studebaker cars in this year's tour, and has been attracting much attention.

On August 1 the Diamond Rubber Company will take possession of its handsome new quarters in Boston. This company was the first to locate a tire branch house in Boston, and the change is made on account of great increase in the firm's business.

W. Tischbein, president of the Continental Caoutchouc and Gutta Percha Company of Hannover, Germany, has arrived from Europe, and will spend a short time in the United States in connection with the affairs of the Continental Company.

One of the finest pieces of work ever produced at the Winton factory is a Six-Teen-Six landaulet in maroon, which will be delivered to Wm. R. Hearst upon his return from Europe.

INCORPORATIONS

Chicago, Ill.—Bell Speedometer Co., with \$50,000 capital, to manufacture speedometers. Incorporators: D. B. Carmichael, John F. Power and James S. McInerney.

Moline, Ill.—Velie Motor Vehicle Co., with \$10,000 capital, to manufacture motor vehicles. Incorporators: Willard L. Velie, Otis E. Mauser and Stuart Harper.

Chicago, Ill.—Universal Automobile Appliance Co., with \$20,000 capital. Incorporators: C. Anred, R. P. Bates and William H. Enrich.

Salt Lake City, Utah.—Knight Carriage and Automobile Co., with \$50,000 capital. Incorporators: John A. Knight, John M. Knight and William M. Knight.

Spencerville, O.—Spencerville-Lima Auto Transit Co., with \$10,000 capital. Incorporators: A. D. Adkins, et al.

New York, N. Y.—The Gyroscope Automobile Company, with \$5,000 capital. Incorporators: A. L. Kull, Douglas Hamilton and Charles P. Fleming.

Chicago, Ill.—Sommer Motor Co., with \$25,000 capital, to manufacture motors and machinery. Incorporators: Willis N. Baker, L. A. Sommer and H. F. White.

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Automobile Calendar

July 25.—Gasolene Consumption Trials of the Motor Cycling Club of Great Britain.

July 25.—Hill-climbing Contest of the Automobile Club of Chesshire, England.

July 25.—Hill-climbing Contest of the Automobile Club of Lancaster, England.

August ...—Coupe de la Presse, by Automobile Club of France.

August 1.—British International Trophy Motorboat Contest in Huntington Harbor, L. I.

August 1.—Race Meet at Wildwood, N. J., under direction of Wildwood Motor Club.

August 1-3.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

August 1-10.—Motor-Boat Week of Ostende, Ostende Yacht Club.

August 6.—Club Run of New Jersey Automobile and Motor Club.

August 15.—Race Meet at Barney Driving Park, Goshen, Ind.

August 9-16.—Motor-Boat Race from Paris to the Sea.

August 12.—Ardennes Circuit Races and Coupe de Liedederke, Automobile Club of Belgium.

August 14.—Third Annual Algonquin Hill Climb, under direction of the Chicago Motor Club.

August 20-22.—Power boat races at Alexandria Bay for the Gold Challenge Cup.

August 29-30.—Mont Ventoux Hill Climb.

September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.



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September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 4-5.—Reliability Trials of the Essex C. A. C. at Norwich, England, in connection with the R. A. C. provincial meeting.

September 5.—Provincial Meeting of the Royal Automobile Club at Norwich.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

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September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers' Association.

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route	2	Total of all cars using Diamond Tires	21
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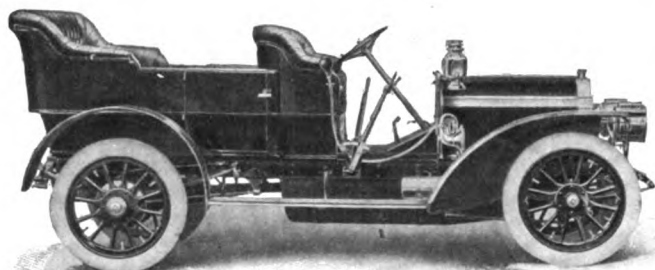
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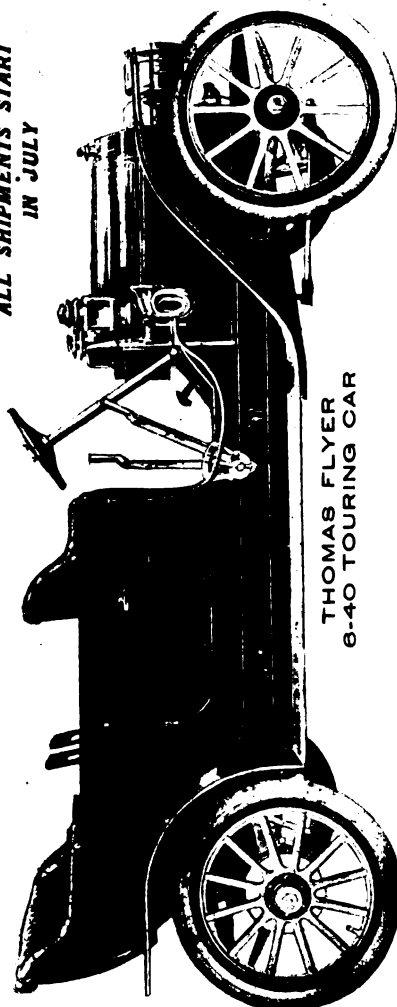
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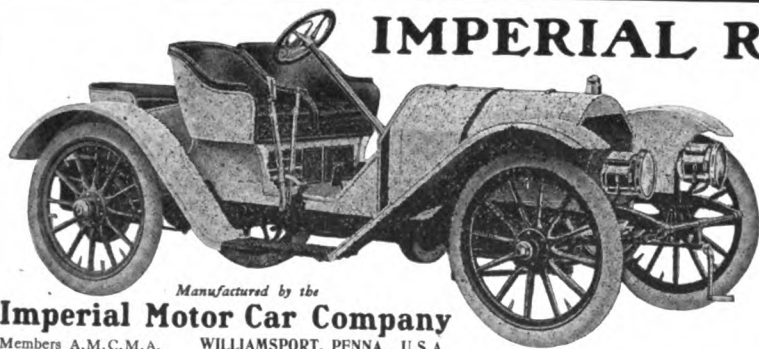
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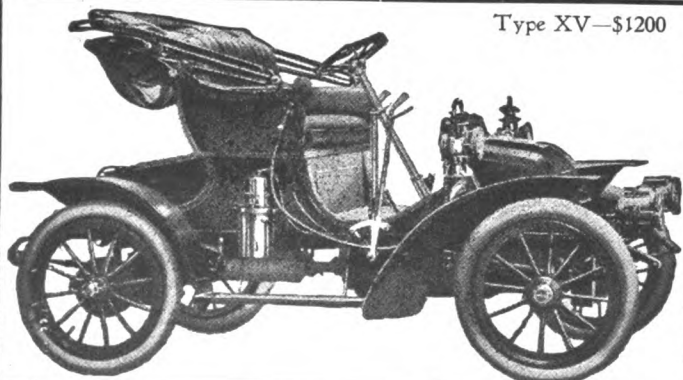


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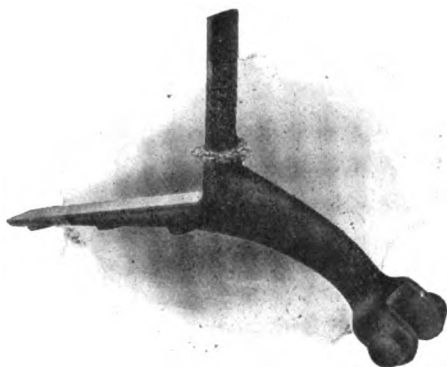
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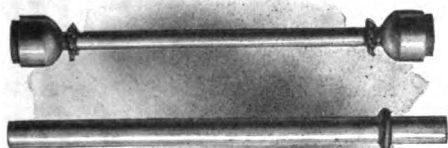
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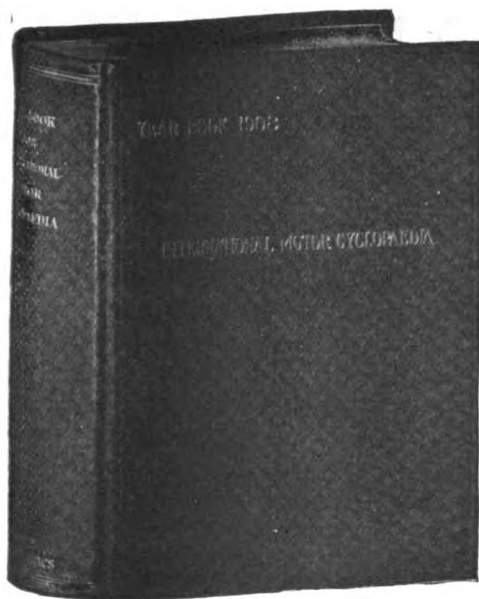
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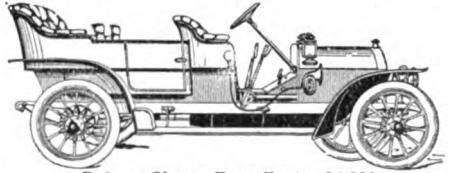
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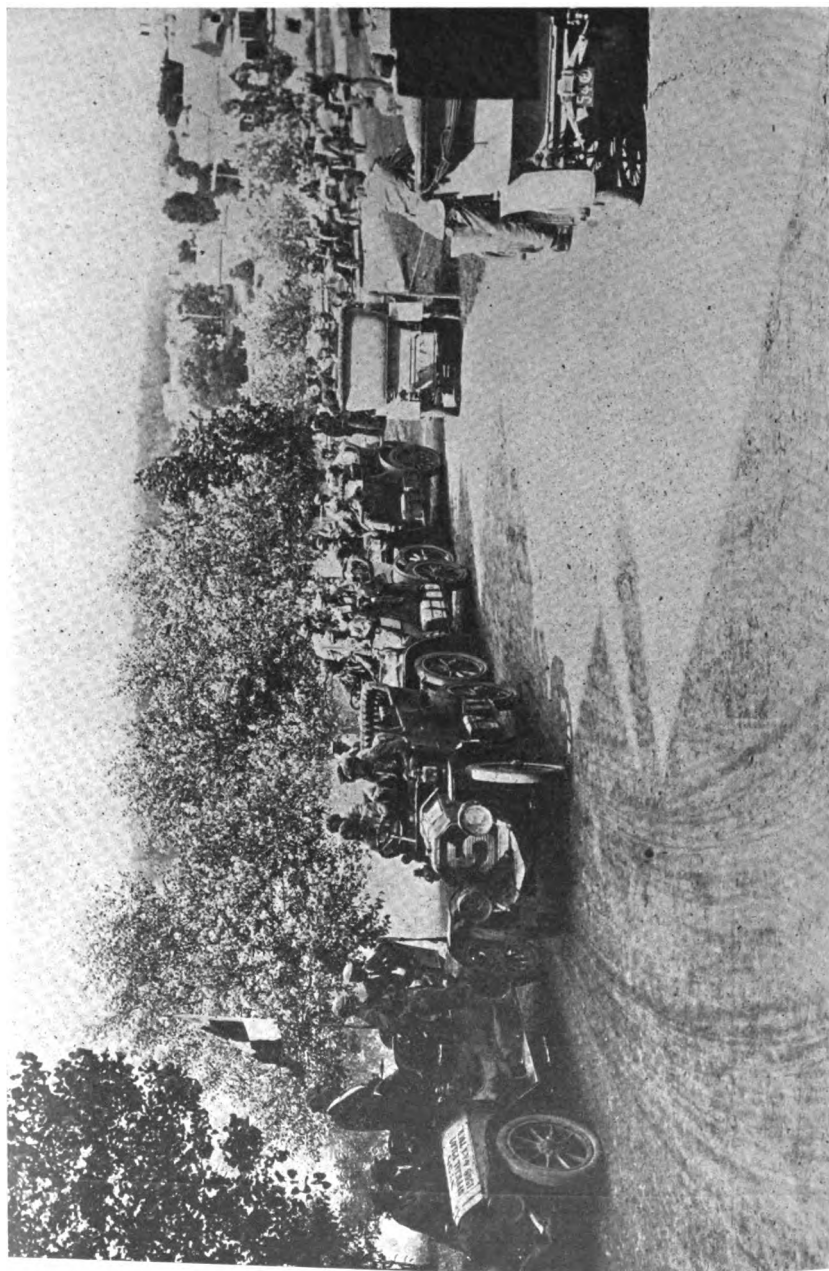
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Illustrated.

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T O P I C S

Down in Delaware County, Pennsylvania, there is an especially wideawake and enterprising club which has in its time done things and is still doing them. The president of this club, J. H. Weeks, is a good judge of human nature, and it is his habit not to mince words, but to speak right out when he wants to give his opinion. In a recent circular letter to the members of the club, after dwelling upon the superior wisdom to be found in *preventing* the establishment of speed traps, as compared with the difficulty of having them removed once they got into good working order, he said: "You know that once a trap is established on a ten-mile basis it becomes so profitable that it is almost impossible to root it out." This hits the nail squarely on the head. Human nature is human nature the world over, and once a man gets his hand in the dough bag he is not going to take it out until he has to.

It is this same president of the Delaware County Club who tells of his intentions to put into practice an entirely new plan of proceeding against the reckless speeder. This plan is really startling—nothing more or less than the proposal that the club itself shall take action against such people instead of leaving it to the officers of the law. He says: "We have agreed to break up speeding in the boroughs. In some places we are to furnish signs; others were satisfied with our guarantee that we could stop it by this method: First—A warning letter to all our members (this is it). Second—That we establish our own traps on an eighteen-mile basis and send our officers from place to place and prosecute every man—member or not—who exceeds eighteen miles in the towns. By this plan we can maintain a

rational, sane use of the roads through boroughs; otherwise they will hold up to the ten-mile limit. There are a few men in the county who drive at thirty and upward through towns, who are the cause of this trouble and expense to the club, and if caught will deserve to get their *licenses revoked*. We promise that they will be up against a decidedly different proposition from the usual 'put down the money and walk out plan' when the club prosecutes. If you have friends or acquaintances who own cars and are not members of the club show them this letter. We want every man to have a fair warning, and we want every reputable motorist to become a member of the club."

In the opinion of some people, there can be too much of the trophy business.

"President Roosevelt's well-known aversion to automobiling has apparently broken down under the temptation of the daily visits of secret service cars to Sagamore Hill and the frequent calls which Assistant Secretary of State Robert Bacon makes by automobile from his summer home. To-day he surprised his Oyster Bay neighbors by riding to church in one of the secret service cars. This makes his third automobile trip in a week." The above, from a New York daily of last week, confirms our prediction. A year or more ago we expressed the opinion that the President's aversion to motor vehicles could not long survive the daily exhibitions of serviceability made by the automobile.

It is said that Count Zeppelin will receive \$500,000 from the German government if his airship fills the bill. There's nothing niggardly about the War Lord.

"Glidden ascends 4,200 feet," is the heading of a newspaper article, describing a balloon ascent of the indefatigable globe trotter. Now if he had only taken the Glidden trophy with him and left it up in the air or dropped it into a convenient ocean or other body of deep water what a sigh of relief would go up from certain perturbed and embarrassed officials of the A. A. A.!

That automobile parkway is more than a dream now. The pictures shown on another page offer conclusive evidence of this.

The conquest of the air is not very far from an accomplished fact, if recent happenings count for much. The distinguished aviator, now "in our midst," will probably have a few things to show us and we will all watch for the opening of his bag of tricks.

W. S. Gilbert, the gentle English satirist, would have enjoyed hearing about the experience of a couple of Long Island magistrates the other day. Having occasion to attend a clambake down the Island, the two legal gentlemen hired an automobile and started merrily on their way. They had not gotten far before they were halted by a policeman and charged with a double crime. First, it was claimed that they were exceeding the legal rate of speed; and, second, their chauffeur was accused of being without a license. The situation would have proved embarrassing for some men, but it didn't feaze these two a particle. Wishing to dispose of the matter quickly they held court at the nearest police station and quickly arrived at a double decision. The chauffeur, being unable to produce a license, was found guilty, but the charge of illegal speeding was dis-

missed even more quickly. The speed of the car suited the judges and the policeman couldn't prove to their satisfaction that they were going faster than the law allowed. If every judge and every jurymen were given a few rides in an automobile there would not be so many convictions for violating laws that are absurdly conservative.

We read in the notice sent out by an industrious press agent that an exceedingly handsome car of the make which this particular P. A. is booming has been delivered to a well-known actress who has occupied a stellar position for many years. The funny part of it is that this star is now in the bankruptcy court and declares that she hasn't one cent to rub against another.

It takes a woman to cast to the winds all thought of tradition. Here are some Milwaukee women who have formed themselves into a Dust Commission, the object of which is to, in part at least, abolish dust on the streets. Their panacea is to treat the streets with oil. They propose to raise the money for this oil treatment by diverting a good portion of the automobile license tax for the purpose. There is nothing at all new or startling in this, but the iconoclastic hand of these over forward women is revealed when they go further and propose that every *horse* shall be taxed a small sum to help along the work of the oil treatment. It's all very well to tax automobiles and automobilists. We have become used to that and submit with only a small amount of murmuring. But to tax *horses*! That is a horse of another color.

What is sauce for the goose is sauce for the gander. Such is the belief of the fifty automobile owners of Brazil, Ind., who have combined to make it unhealthy and unhappy for the residents and authorities of the little town of Seeleyville, which is seeking a New Jersey reputation for a strict enforcement of the speed laws. The town, which has little more than a post-office and a grocery store, has decided that automobiles shall not pass through it at greater speed than eight miles an hour. Brazil owners have threatened to stop Sunday baseball and illegal sales of liquor in Seeleyville.

New uses of the automobile are not easy to find, but variants are constantly coming into notice. For example, a party of members of the Milwaukee Chamber of Commerce recently made a tour of the southern Wisconsin harvest fields for the purpose of getting a line on crop conditions. Instead of making use of railroad trains and hired horse rigs, as they would have done in the ante-automobile days, they piled into a big touring car and started upon their journey. They covered about 350 miles in two days, satisfied themselves that crops are all right, and came home. They also satisfied themselves that the motor car is the thing for getting somewhere quickly, getting right into the heart of things without inconvenience, and with a thoroughness that other modes of travel make impossible.

Well may we rejoice that we are not in the same plight as Austrian motorists are placed in under the new motor laws. By these regulations the owner or driver of a car is liable for damage done to frightened horses, and the amount he has to pay may be fixed by any small local tribunal. Worst of all, there is absolutely no limit to the amount of compensation that the plaintiff may exact.

Ask for Authorization for Vanderbilt Race

Formal application for permission to use the roads of Nassau County, Long Island, N. Y., for the 1908 Vanderbilt Cup Race was made this week. A. R. Pardington, general manager of the Long Island Parkway, appeared before the Board of Supervisors of Nassau County at Mineola for this purpose. The application asks for the use of roads in the towns of Oyster Bay, Hempstead and North Hempstead on October 10 and October 24.

The elimination trial to select the American team in the cup race is scheduled for Saturday, October 10, and the supervisors are asked to allow the roads to be used between the hours of 5 and 10 o'clock in the morning. The cup contest is scheduled for decision two weeks later, Saturday, October 24, and permission is asked for the use of the roads from 5 o'clock in the morning until 3 o'clock in the afternoon. The length of the proposed circuit is about 30 miles. The Board of Supervisors announced they would give a public hearing on the application on Monday,

August 3, at 10 o'clock in the morning in the court house at Mineola.

The roads included in the proposed circuit are as follows: Beginning at the Round Swamp road at or near the juncture with a road known as the Manetto Hill road to Plainview, thence on a straight road to Woodbury and east along the Woodbury road to a point or juncture of the Woodbury road with the Jericho turnpike, over the Jericho turnpike west to Jericho village, thence south from Jericho village on the Massepequa-Oyster Bay to its point of juncture with the Jericho turnpike, thence west over the Jericho turnpike to the old Westbury road, then south to the Old Country road and easterly along the Old Country road to Merrick or Whale Neck Avenue, thence along Merrick Avenue to a point about 400 feet north of the Central Branch of the Long Island Railroad to the roadway of the Long Island Motor parkway. About ten miles of the parkway is to be used, and the official grand stand will be located on this stretch.



LONG ISLAND PARKWAY CONSTRUCTION—THE FINISHING MACHINE MIXES



STEAM ROLLER AND FINISHING MACHINE AT WORK

Three entries have now been received for the Vanderbilt Cup race, the latest aspirant being a special Chalmers-Detroit 50 hp stock car of Vanderbilt Cup type. J. S. Harrington, of Worcester, Mass., who makes the entry through the Worcester Automobile Club, is the Worcester and Providence representative of the Chalmers-Detroit

Company. The car is to be driven by Oliver Light, who has for some time been connected with the Chalmers-Detroit Company, and who has driven in numerous short-distance races and endurance contests.

It is possible that three Chalmers-Detroit's will be entered before the entries for the elimination race close.



EMENT, WHICH PASSES THROUGH THE TUBE INTO THE BROKEN STONE

Farman Here with His Aeroplane

American aeronauts have been keyed up to a high pitch during the past week over the arrival in this country of Henry Farman, the famous European aeroplane inventor. Farman came in last Sunday on the *Touraine*, and will make a several weeks' stay here, during which time he is to make exhibition flights with his heavier-than-air aeroplane, under the auspices of the Aero Club of America. Aeronaut Farman since his arrival has been the recipient of a measure of attention from both the public and the press that might naturally have been given to some distinguished person of international reputation.

A tugboat was chartered by the Aero Club of America, and a boatload of enthusiasts went down the bay to welcome the successful foreigner. The boat carried the Aero Club's pennant and several members of the committee were equipped with megaphones in order that they might shout greetings to Mr. Farman before he was taken off the ship. Among the prominent ones on the tugboat were: Alan R. Hawley, acting president of the Aero Club; Augustus Post, secretary; William J. Hammer, electrical engineer; J. Christopher Lake, builder of submarine boats; A. Holland Forbes, George Grantham Bain, Edward B. Gallagher, Joseph Tracy and Wilbur R. Kimball, of New York, and T. R. MacMechen and Samuel Bowman, of St. Louis.

Mr. Farman is accompanied by Mrs. Farman, a pretty young English woman, who is keenly interested in her husband's work. It is said that she expects to participate with him in some of the aeroplane flights in this country.

As now planned the first exhibitions will take place at Brighton Beach race track from August 1 to 15, whenever the weather permits, and following these Farman will go either to Boston

or Philadelphia for a few days and to Chicago, St. Louis, and possibly Montreal.

In referring to his trials Farman said he hoped that the American public would not form a mistaken idea of what he was going to attempt to do. "I shall not fly over housetops nor soar away into the clouds," he said, "and I hope the people will not expect to see me do anything of that sort. Mechanical flight is still in its infancy, and it is necessary for us to go along progressively, rather close to the ground, until we have learned more about the new element and the new vehicles we are dealing with.

"My flights will probably be made in a straight line at first, although after I learn the ground I may take some turns and get higher in the air. In the flights I have made on the other side I have not attempted to go higher than fifteen to twenty-five feet from the ground. In all ordinary places it is hardly prudent to go higher than that, because where a field is surrounded by buildings, trees and other obstructions there are all sorts of treacherous little air currents and eddies which play the mischief with the wings of an aeroplane and are likely to send one tumbling to earth. It will require several days for me to learn about the air currents at Brighton Beach, and, naturally, as I get familiar with the conditions, I shall extend my flights. Another thing all should understand is that flights cannot be made in stormy weather. It is much better that the public should understand these things in advance than suffer disappointment later should it happen that I am obliged to postpone some of my flights."

"We must remember," continued Mr. Farman, "that there is a great difference between the aeroplane and the dirigible balloon. As its development

proceeds there is no doubt that the aeroplane will prove far superior to the dirigible balloon in many respects, but it is better to be a live experimenter than a dead dare devil. In a very short time, in my opinion, the aeroplane will be a safer vehicle for travel than the automobile, and no doubt will be just as speedy and, perhaps, even faster than the modern automobile. A great deal, of course, depends upon the development of the motor, and what we have to learn about equilibration and other things."

The aeroplane, with duplicate parts, reached here Tuesday morning on board the steamship Kroonland, and in the afternoon it was unloaded and taken to Brighton Beach.

It was no small job to unload the four crates containing parts of the flying machine. Three boxes about twelve feet long and five feet wide had been stored in the hold of the Kroonland. They held the rudder, the motor and other

parts of the machine. The apparatus to which the planes were attached was packed in another crate on the forward deck. This crate was about thirty-five feet long and six feet wide and was packed as if it contained eggs.

The three smaller boxes were hoisted out of the hold by steam winches and swung over the first rail of the pier. They were easy to handle and were wheeled off the dock on hand trucks. To remove the crate containing the planes a special derrick had to be rigged so as to swing the huge box off onto the uncovered end of the dock. This couldn't be done until late in the forenoon, when the tide fell, because at high tide the steamer loomed up above the pier floor like a mountain.

The machine was permitted to come into this country free of duty under the section of "scientific instruments for demonstrations or educational purposes, when the machine is operated by the owner."

No Circuit of Ardennes Race This Year

The breach between the Automobile Club of Italy and the Automobile Club of Belgium, caused by the decision of the latter to postpone the Circuit of Ardennes race to August 22, thus leaving an interval of but fourteen days between it and the Circuit of Bologna (Florio Cup) race, is in a fair way to be healed by a proposition made by Belgium to give up its race this year, with a view to organizing a race in alternation with Italy in the future. All that such proposition lacks is the ratification (a mere matter of form) of the Automobile Club of Italy. It may now be considered as certain that there will be no Circuit of Ardennes race this year.

Under such circumstances, as the great Italian event is the only speed race remaining to be run this year in Europe, it will acquire an extraordinary impor-

tance. It will be the sole chance of appeal, the sole opportunity of retaliation possible for those who were defeated at Dieppe.

Ban on Smoke-Emitting Cars

The New York Park Board has passed an ordinance making it unlawful for automobiles or other like vehicles to pass through the park with smoke or gas escaping in large quantities from the exhaust. The ordinance reads:

"No person shall be permitted to run a motor vehicle in the park or parkways of this city, under the jurisdiction of the Department of Parks, which emits from the exhaust or muffler thereof offensive quantities of smoke, gas or other disagreeable odors."

My Say So

Now that the matter of representation in the Congress of Recognized Automobile Clubs has been definitely settled and the preparations for the two big road races of the year—the contests for the Vanderbilt Cup and the Grand Prize of the Automobile Club of America—are well under way, it might be a good plan for the two conflicting bodies to stop and consider what they are warring over and whether there is any real necessity for a continuance of the conflict. I do not think any such necessity exists, and each party has by now had time to learn that a continuance of it must inevitably result in great injury being done the industry. This will come about as a whole by the bad feeling that has been engendered, by the division of efforts made to further the cause of automobiling and by the minimizing of both the Vanderbilt and Grand Prize races by reason of the impossibility of getting for either the very best class of foreign and domestic entries if a policy of reprisals is entered upon.

* * *

The time has come when personal pique and animosity should be put aside in the interest of our splendid industry. The marplots who brought about the present regrettable state of affairs should be relegated to the rear, thus permitting the A. C. A. to re-enter the fold of the A. A. A. on a proper basis, to the end that both sides may fulfil their proper functions—the enhancement of the interests of all automobiles and all automobilists—in the way that is so appropriate and natural. The claim of the A. A. A. to be *the* national body and to have sole jurisdiction over national affairs is undisputed; while the right of the A. C. A. to continue to act as the European representative of American automobilists, and its position as the premier American club, has just been

re-affirmed in the most positive manner. This being so, there is every reason why amicable relations should be resumed and the two bodies cease working at cross purposes.

* * *

To bring about this desirable consummation will require some diplomacy and involve some personal sacrifices on both sides. There are big and brainy men in both organizations, and the course of each in the present controversy has but revealed them and made more plain the contrast between them and the picayune politicians who made the trouble and were chiefly instrumental in precipitating the present conflict. It is a time when little men looking out for their personal interests should be shelved and full sway given to those who are laboring disinterestedly and for the good of the cause. On the A. A. A. side such men are found in Judge Hotchkiss and Chairmen Hower and Terry. They are broad enough to realize the uselessness of further conflict, with its gradual accumulation of bitterness. What they accomplished in the recent Good Roads Convention demonstrates their broadmindedness and ability to handle large undertakings. Let them continue along the same lines in this A. A. A.—A. C. A. imbroglio and bring about a peace that will result in benefitting the entire industry.

* * *

Is it not worthy trying? I think so. Let the two bodies get together, agree on a peace with honor, and then turn in to make a big success, first of the Vanderbilt race and then of the Grand Prix. The former was our one great achievement in the road racing field. Let us resume the series by making an epoch in national racing and repeating as a national event the success formerly attained as an international event.

Above all, let us avoid becoming entangled in a war of bans. To disqualify makers for participating in one or the other race can only cause hardship for

some concerns who have an eye on the export trade, without accomplishing any good. Let reason assert its sway and all will be well. E. E. SCHWARZKOPF.

Power Boats Will Battle For Harmsworth Trophy

Quite the most important of this year's power-boat events to be held in American waters is the International contest for the Harmsworth trophy, which takes place to-day (August 1) on a 30-mile course in Huntington Bay, L. I. It will be remembered that E. J. Schroeder, of the Motor Boat Club of America, sent his speedy craft, the 150-hp. Dixie, to England last year and captured the trophy.

Since 1903, when the trophy was offered by the then Lord Harmsworth, all of the races, with one exception, have been held in English waters. America has sent two boats abroad for the trophy, first in 1904, when the challenger went over but broke down. The English winning boat that year was disqualified, as it had been substituted in place of the victorious boat in a previous heat, which was badly leaking at the finish of the race, and the cup went to the French boat, *Trefle-a-Quatre*. In 1905, the race was held in the Bay of Arcachon, France, and the cup was taken back to England by *Napier II*. Last year America made her second try for the trophy and won.

England's anxiety to regain possession of the cup is seen by the fact that the Wolseley-Siddeley, the fast boat recently purchased by the Duke of Westminster has been sent across to compete in the race. The Wolseley-Siddeley is a trifle under the maximum length of the limit, 39 feet 11½ inches. She is equipped with two eight-cylinder motors of a trifle over 200-hp. each, and in the Monaco races as well as in her trials she averaged over 30 knots an

hour, nearly 35 statute miles, considerably higher than anything that has been done here. Wolseley-Siddeley will be handled by Capt. Noel M. Robins, who has been at the helm in most of her recent foreign events.

Dixie, holder of the cup, has averaged over 29 miles. Mr. Schroeder has built and entered a *Dixie II*, of much greater horse-power than her sister boat, and American motor-boat enthusiasts have hopes of keeping the cup in this country.

An excellent course of practically ten miles in circuit has been laid out in Huntington Harbor for the races, and three rounds will be made. One of the stipulations in the deed of gift is that the course shall avoid any angle of less than 120 degrees, and this requirement has been cleverly arranged by the Regatta Committee, consisting of Charles P. Tower, chairman; M. M. Whitaker and W. M. Bieling.

The Brussels Exhibition of 1909

The Syndical Chamber of the Automobile and Cycle of Brussels has decided to hold its seventh exhibition in 1909 from the 16th to the 25th of January. The organizers will this time endeavor to imitate the example of the English shows, which have no other aim than that of being industrial markets, in preference to following the French method, which makes of the Paris exhibitions entertainments of annually increasing splendor and of the most refined artistic taste.

The exhibition will, as usual, take place at the Parc du Cinquantenaire.

Unpleasant Ending for A. A. A. Tour

SARATOGA SPRINGS, July 23.—The Glidden tour has ended in a big misunderstanding. One of the hardest fought decisions of the contest to-night placed the three big six-cylinder Pierce cars as the winners of the Glidden trophy for 1908, the fourth successive victory in which these machines have figured.

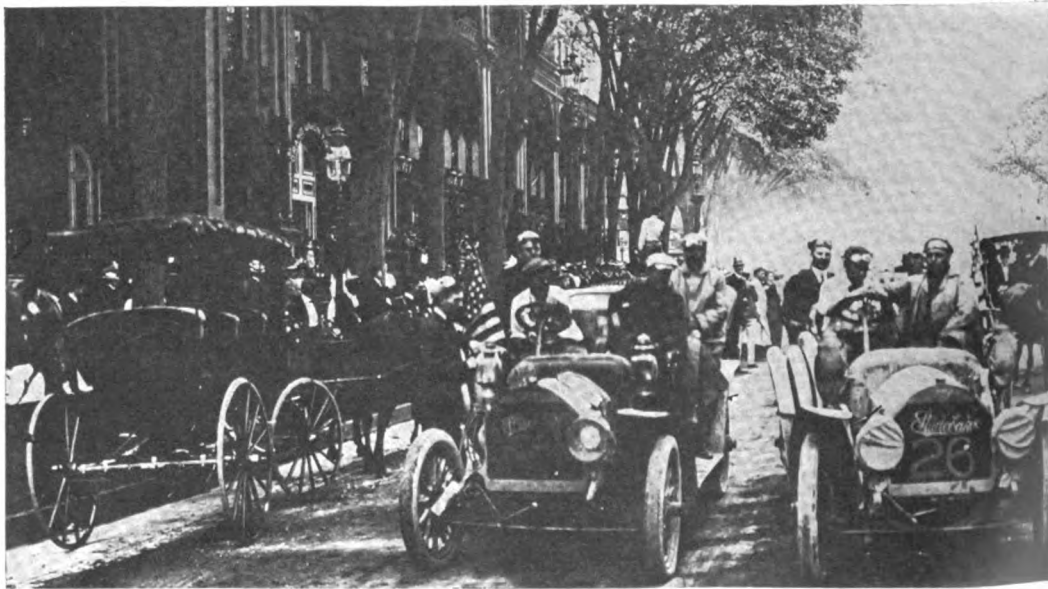
So fierce was the wrangle and so much left in doubt after the affair was declared settled by Chairman Frank B. Hower, that the Pierce company has decided to return the trophy to its donor, and in this the Buffalo club agrees. The result of the actions to-night have practically sounded the death knell of the tour as a manufacturers contest and opens the way for one run by the makers themselves. In addition to this, the A. A. A. now has on its roll another committee which acts in secret and does not volunteer any information regarding its proceedings to its members.

The whole trouble, in which the Peerless Red, White and Blue perfect score

team and the perfect score mixed team of two Haynes cars and an Oldsmobile withdrew and refused to consider the running off of the tie, hinged upon the inconsistent rulings of the management not involving the reliability of the cars nor indeed reflecting upon the glory of the Pierce victory, but bringing into question the extent to which an observer may or may not speak to the driver, and when he does speak, how much he shall say.

This rule is a minor one, but Chairman Hower had dwelt upon it so forcibly during the run that when he failed to stand by it at the crisis and to tell an observer, who was the real representative of the touring board on the competing cars, that he was "only an observer and we do not care to hear from you," the Peerless interests, backed by others, protested the tour and withdrew, putting the chairman on the defensive.

The way in which the confusion arose was this: The Pierce car, No. 3, driven



ARRIVAL OF THE A. A. A. TOURISTS AT SARATOGA-

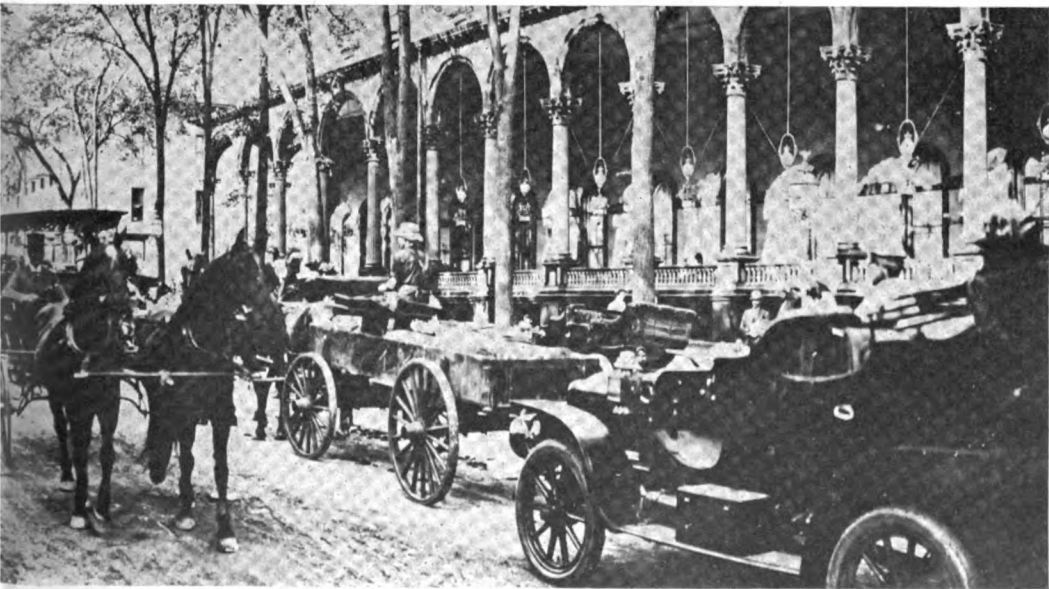
by J. W. Maguire, of Boston, stopped right after being checked out this morning and removed its tire chains while its motor was running. The observer, C. F. Kreuger, of the Studebaker Company, took three minutes out, and when Maguire checked in here he did so three minutes ahead of his time, two minutes of which are allowed, and thus was penalized one minute, giving one-third of that to the Pierce team, making its score 999 2-3, and leaving the Peerless team as the winner, because the mixed team had already signified its intention of stopping with its perfect score.

Mr. Maguire claimed that the observer should have said that he took time on the chain change, but Mr. Hower had often said that the observer must keep quiet unless spoken to, and this the observer did. Of course if the motor had been stopped there would have been no question. Then, too, the driver of the car claimed that it did not take three minutes, but only one, because R. M. Owen, who checked out one minute

after him, did not pass him. Be that as it may, the official observer had the time on his card and the chairman set this aside, clearing the team of the penalty and giving it a definite clean score.

The Peerless interests, represented by President E. H. Parkhurst and Chas. H. Burman, did not take exception to the Pierce team, the cars or anything connected with them, but they did protest on the ground that Mr. Hower was decidedly inconsistent and that they would not care to contest further in a run in which such decisions were apt to be made. In this they were upheld by Frank H. Nutt, of the Haynes Company; Andrew Auble, representing the Oldsmobile; the manufacturers of the Gardford, Studebaker, Franklin and others. Thus a most successful contest ended in a row that will be felt for a long time and will do harm to the A. A. A. as a promoting body.

There was little unusual in the run of the day from Bethlehem, N. H., to this place, and but one car fell by the way-



HORSE-DRAWN AND MOTOR-DRIVEN VEHICLES MINGLE

side, it being, unfortunately, a perfect score one, the Marmon, driven by W. C. Marmon, cracking a cylinder casting and withdrawing, leaving the Marmon team with a score of 333 1-3. The distance of 184.5 miles was a long one, but the time schedule of nine hours and twenty minutes was ample to allow of a fairly easy run and the roads were good. There were a number of long pulls up the sides of the Green Mountains and the coast of about three miles into Rutland was one of the steepest met with on the tour, but the water breakers were so large that they did not toss the passengers as did the ones in Pennsylvania.

The enthusiasm of the people along the course knew no bounds and thousands of people watched the cars go by the various vantage points. At Sandy Hill a luncheon was served and a band played while the dusty tourists were refreshed by more than music. When the Peerless team drew up, together with large American flags flying from poles in the tonneaus, the band struck up "For It's a Grand Old Flag," and the militiamen fired a salute to each car as it passed the Armory. At Woodstock the Woodstock Inn also gave a luncheon that was much appreciated.

There are twenty-eight perfect score cars, five of which are tied for the Hower trophy, and will start out tomorrow morning for Syracuse, then Buffalo, and so on over the course until there is but one left with its record clean; nine were tied for the Glidden Trophy, but business interests compelled A. Auble to leave with his Oldsmobile and the Haynes could not continue alone as a team. In addition to these there are fourteen to get certificates of perfect performance.

Resumé of the Contest

As a "tour" the fifth annual reliability "contest" of the American Automobile

Association for the Glidden and the second for the Hower trophies was a great success, just as in 1907, the so-called "tour" was a success as a "contest," for the event this year proved the reliability of American automobiles to stand any strain that American roads can impose, coupled with the exactions of a time schedule and fast and hard driving with heavy loads.

The fact that twenty-eight machines of the forty-six contestants came through with their records untouched is a great achievement for every one of them, and they have the weather man to thank more than any one else, for if there had been rain on any one of several days the tally would have been lowered, not from any fault of the cars or drivers, but because the roads would have resembled some of those on the 1907 route, where clean scores sank in mud.

In all the 1,668 miles the schedules were almost as fast as the law allowed, there being exceptions when the machines had to cross the Allegheny Mountains or where the roads were rough, and at the last the average speed required about 19.5 miles per hour. Nevertheless, few were late and withdrawals were more frequent. The cars which had to drop did not do so from mechanical trouble, but mainly for breaks to springs and wheels, and even axle shafts.

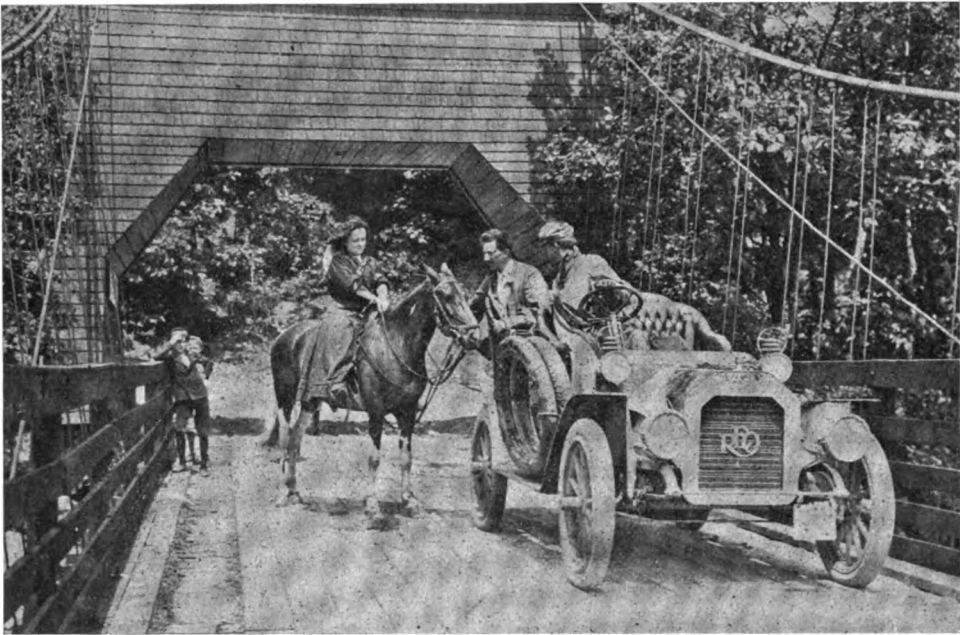
The eighteen cars penalized were divided as follows: Withdrawn on account of broken springs, 3; on account of broken wheels, 3; on account of broken steering knuckle, 1; on account of cracked cylinders, 2; on account of use of a new live axle shaft, 1; on account of general breakdown, 4; withdrawn without giving reasons and not altogether because of the condition of the cars, 2; penalized for lateness caused by the necessity for making road

repairs or adjustments, but continued, 2.

This weeding out process left the following with perfect scores: Teddy Dey, Pierce; A. Kumpf, Pierce; J. W. Maguire, Pierce; R. M. Owen, Reo; C. H. Burman, Peerless; W. C. Straub, Peerless; H. D. Savage, Peerless; H. L. Hammond, Premier; Paul Gaeth, Gaeth; G. G. Buse, Thomas; C. S. Carris, Franklin; H. S. Bates, Franklin; Mrs. A. Cuneo, Rainier; H. Bauer,

the many ones which followed the tour every day as non-contestants, checking out and in each day, that probably there has been no other tour in which there were so few interesting incidents, aside from the road conditions and the beautiful country through which the tour passed, and the general interest to those on the tour in watching the actions of the various cars and their drivers.

For instance, every one was glad that Mrs. Cuneo finished with a perfect



THE ENTIENTE CORDIAL

Oakland; F. H. Nutt, Haynes; Loring Wagoner, Haynes; A. Auble, Oldsmobile; F. E. Wing, Marmon; F. H. Yergger, Studebaker; R. P. Yergger, Studebaker; G. Stevens, Garford; C. C. Smith, Stevens-Duryea; L. H. Page, Stevens-Duryea. For the Hower trophy: R. D. Gardner, Pierce; E. A. Retting, Pierce; G. A. Weidely, Premier; G. P. Moore, Stoddard-Dayton; R. G. Cox, Stoddard-Dayton.

So well did these cars run, and also

score and, to show their appreciation, the members of the Chicago Motor Club, under whose standard she competed with the two Oakland cars, presented her with a beautiful silver loving cup in the last meeting at Saratoga. Then, too, the little cars that plugged along each day came in for a great deal of commendation, for in spite of the extra time which they were allowed they all had a harder test than the big touring cars and roadsters. The two

There was some fault found with the hotel accommodations this year, but not as much as on the 1907 tour, for in almost every place the hotels were large enough to take care of the crowd. It was not always considered by those who objected to the arrangements that it is rather hard to place 250 people without crowding some. The plan is so much better than the old method of first come first served, in effect up until last year, that it will probably be continued—if there is another Glidden Tour.

To regain the confidence of the manufacturers who enter these tours some great change must be made, not only in the touring board, but also in the rules. The latter, which were thought to be very complete when announced last spring, worked very well in many ways until it came to the interpretation to cover fine points. There were weak

spots that enabled those in authority to make unwritten rules and the battle royal at the conclusion was the result. To prove the true value of the cars there should not be such an element of chance for mistakes in the time calculations. Some on the run felt that with the pacemaker the cars should be allowed to check in whenever they wished up to a certain time. Thus, if a car reached the checking station an hour ahead of schedule time, but behind the pacemaker, it should be given the chance to check in as soon as the driver desired up until the time limit. Time could be taken out for tire trouble if the driver wished.

It will be hard to frame a new set, but less rules with fewer ways of interpreting them would be a great aid to a manager who is entirely a disinterested person.

Colonel Clifton's Great Arrow Wins Hower Trophy

A Pierce Great Arrow runabout, entered by Col. Charles Clifton, and driven by Edward Reuting, has won the Hower trophy, contested for by the roadsters in the 1908 A. A. A. tour. To do so, however, a run off of the tie between the five cars left with perfect scores at the conclusion of the tour at Saratoga Springs on Thursday, July 23, was necessary; and more than one-third of the original route was covered before the winner could be declared.

Leaving Saratoga Springs the five cars—two Pierce, two Stoddard-Dayton, and one Premier—were driven direct to Buffalo. There they started over the same route covered two weeks earlier, the itinerary being the same as before, viz., Buffalo to Cambridge Springs, Pa., on the first day, to Pittsburg on the second day, and to Bedford Springs on the third, the finish coming at this point.

The end of the first day's run at Cambridge Springs found all five cars on hand with perfect scores. On the second day, however, the journey being to Pittsburg, the Premier car broke an axle eight miles from Mercer and the same series of water breaks broke the frame of G. P. Moore's Stoddard-Dayton. The second Stoddard-Dayton, entered by J. H. Cox, of Harrisburg, was withdrawn. The Great Arrows came over the very rough 110-mile course in from 4 hours and 40 minutes to 5 hours, with the schedule time 5 hours and 30 minutes. Both Stoddards checked in on time and the Premier came in six hours late, repaired in good shape, however.

This left only the two Pierce cars in the running. By mutual agreement it was decided that Reuting would check out alone, and the trophy thus go to him.

The Grand Prize Race at Savannah

That Savannah is to have a carnival of racing in November next is made plain by the announcement of the plans of the Automobile Club of America, which has selected that city as the place for holding its Grand Prize contest on Thanksgiving Day. An elimination race, held to keep the number of contestants in the big event down to 25, is likely to be run, while there is a plan on foot to hold still another contest—one of 200 miles for light cars, to be run the day before that for the Grand Prize. The following statement has been given out by the A. C. A., giving the details of these and other plans:

"On Thanksgiving Day, November 26, 1908, there is to be held in Savannah, Ga., that most beautiful and interesting of all southern cities, the greatest automobile race ever held in this country, or perhaps in the world. This race will be run under the auspices of the Automobile Club of America, the oldest and largest American club, and, perhaps, the richest automobile club in the world, together with the Savannah Automobile Club, which made itself famous in March last by holding the first international stock car race in this country, lasting for two days, and exciting the admiration and astonishment of motorists from all parts of this country and Europe, not only by the magnificent course afforded, but by a completeness of preparation heretofore unknown; all of which was made possible by the splendid co-operation of the county and city authorities, the military under direct orders of the Governor of the State, and as assistance and approval of the citizens in all walks of life. It was the verdict of all the racing officials from New York and elsewhere who were present, that in each and every detail no criticism could be offered.

"The well oiled course was free from

dust; wherever possible the corners were rounded into broad easy turns with proper banking; the few sharp turns were substantial in cement and gravel and well banked; the long, broad straightaway as smooth as a billiard table; there was a magnificent grandstand, holding 8,000 people, which will be doubled for the November race; a mile of parking space for automobiles; a large and commodious stand for the gentlemen of the press and one for the judges; huge blackboards in front of the grandstand and parking places simultaneously reporting, through a perfect telephone system, the position of each car on the course and the time made, a police system consisting of 600 National Guard and 100 policemen, so perfectly protecting the course that not even a rabbit could stray thereon; no driver had any fear for neck but his own, and they sped away over the magnificent course feeling absolutely sure that there was nothing on it but their competitors.

"The Grand Prize Race, which will be held November 26, will correspond in this country to the Grand Prix in France. The prize will be a magnificent gold cup, costing \$5,000, awarded to the winner by the Automobile Club of America, and will be contested for by practically all of the great racing cars of Europe and America. The magnificent course over which this race will be run is 26.73 miles long. The Grand Prize race will be 15 laps, or 400.85 miles; and it is confidently expected that all previous road records for the approximate distance will be lowered. In addition to the Grand Prize, it is intended to offer several minor prizes and large cash prizes (if there are twenty or more entries) to the drivers finishing first, second, third, fourth and fifth.

"In addition to the Grand Prize race, it is expected that a most exciting elimi-

nation race will be held three days before, in order to reduce the number of contestants down to twenty-five, which is the largest number that can be allowed in the Grand Prize Race.

"It is also most probable that a 200-mile race will be held for light cars the day before the Grand Prize, on the finest ten-mile course in the world, the contestants being visible for at least four of the ten miles parallelogram.

"Outside of these great races and the delightful hospitality that has always distinguished the good citizens of Savannah, there are a great many other attractions which particularly appeal to visitors, no matter from whence they come. Commercially, she is unrivalled on the South Atlantic Coast. Her railroad system spreads like a huge fan north, south and west, drawing to her deep harbor and into the bosoms of great ships of all foreign maritime nations various products from all parts of this country for export to theirs. She is the third cotton port of this country, the second lumber port and the first naval stores port of the world. Besides these great staples, her exports embrace a large and ever increasing variety, not only in raw but in manufactured products as well, which go to all parts of the world.

"Physically, Savannah is known as the "City Beautiful;" broad streets, intersected by numerous well kept parks, greens bordered by flowers and flowering trees, with something blooming all the time; rows of palms imparting a semi-tropical aspect; quaint houses of the olden days as well as the magnificent skyscraper and pretentious modern dwellings. Rising sharply 45 feet above the river, the city extends for several miles south, east and west on almost a level plain. Speed out into the country and you have a hundred miles of beautiful roads leading to numerous inter-

esting suburban resorts. The water supply is unsurpassed, being pure, sparkling, artesian water, with an average temperature of 70 degrees all the year around.

"Historically speaking, Savannah is full of interest. The stranger who visits her finds a flavor of old times mingled with progressiveness. It was the port from which the first steamship sailed to make a foreign harbor; it was off Savannah that the first naval engagement occurred during the Revolutionary War, when a shipload of powder was captured from the British and forwarded to illumine the struggle at Bunker Hill. It is still the repository of the cannon captured at Yorktown and turned over by the first president to the Chatham Artillery; her beautiful public squares bear the historic names of Madison and Monterey, and her cenotaphs recall the memory of Nathaniel Greene and W. Casimir Pulaski; the home of the first cotton gin perfected by Eli Whitney, the New England overseer, is near by; so is the scene of the first Sunday school in America, organized by the great Whitfield, who came over with Oglethorpe.

"It was the field of the long siege by the British and the long exile of American patriots; it was the center of the first colony established by British philanthropists and defended by British valor against the Spaniards and the Indian, and it is the resting place of Tomachichi, the ally of Oglethorpe, the friend of the white man, "the first gentleman of Georgia." To-day stone steps mark the spot where the first shipload of settlers debarked from their vessel and spent their night under the Georgia pines, while bronze tablets designate the place where Wesley lifted his voice in gratitude upon the planting of the colony, and where the first liberty pole was raised.

"The important matter of accommodating the large crowd which is expected during the races will be systematically taken care of by a committee who will perfect all details and disseminate same through a regular bureau of information, either by mail or on the spot. All necessary information will be furnished as to hotels and boarding-house accommodations, as well as accommodations in private houses, on application, many having signified their intention of either entertaining visitors or possibly turning over their houses to them.

"Savannah having a large number of

automobiles, all private and racing cars that come can be accommodated at the numerous garages, some of which are large and spacious. Any entrant of a car can get accommodations and garage room at some point on the course if desired.

"Very low rates can be obtained for cars coming from northern and eastern points over the handsome passenger steamer lines from Baltimore, New York, Philadelphia and Boston to Savannah. Cars can be taken just as they stand, and, on arrival at Savannah, can at once run into the city under their own power."

New York-Paris Race Almost Ended

The New York-Paris race is practically over at the time of going to press. The Thomas car was reported as having passed Hanover, Germany, on July 29, and was expected to be in Paris on Friday or Saturday. The giving out of a coupling shaft was causing delay, and this prevented the earlier arrival at Paris which had been looked for. Under no conceivable circumstances, however, can the Thomas entrant fail to win. It has a time allowance of 30 days over the Protos, due to the fact that the latter was shipped by railroad from Idaho to Seattle, and when the two cars resumed their journey in Japan this allowance was given the Thomas.

The Protos car, the German entrant in the New York to Paris race, arrived in the latter city on Sunday, July 26. The Germans had been expected early in the morning, but they did not reach the French metropolis until evening, stopping in front of the *Matin* office at exactly 6.15 o'clock. Lieut. Koeppen and his comrades proceeded to the Hotel Regina, where they were enthusiastically greeted by the crowd, which included many Americans.

The final lap of the German car's journey, from Berlin to Paris, was made without incident, and as the roads between these two cities are among Europe's best, there was nothing to prevent Lieut. Koeppen maintaining the lead which he had over the Thomas.

The Thomas car reached Berlin at 8 o'clock Monday morning, July 27, and after a stop of three hours took up the journey again. At this writing the Americans are expected in Paris at any time. However, as both Miller and Scheuster were nearly exhausted when they reached Berlin, they decided to make the remainder of the trip in somewhat of a leisurely manner.

One of the first to greet the American crew in Berlin was the father of Lieut. Koeppen, a former colonel in the German army. The trip of the Americans from St. Petersburg to Berlin was entirely uneventful, save for the gratification caused by the miles of magnificent roads.

After a series of successful trials the French Government has accepted the new dirigible balloon *La Republique*, built by M. Lebaudy.

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May Re-Open Mt. Washington Road to Automobiles

MT. WASHINGTON, N. H., July 25.—Ever since the phenomenal "Climb to the Clouds" which resulted in so many narrow escapes from accident in the thrilling ascent of our highest mountain, the Mt. Washington carriage road has been closed to automobiles, save perhaps on one day of each season, usually a Sunday, on which no carriages were allowed upon the road.

But with the increasing motor traffic through the White Mountains and the many skilful drivers who summer in the heart of the hills, there have been so many requests for permits to negotiate this nine miles of steep graded roadway above the clouds that the owners of the carriage road, E. E. Libby & Sons, of Gorham, N. H., are considering seriously the practicability of opening the road to motor cars on Saturdays

and Mondays of each week, the days when the travel is lightest.

The matter, which has the co-operation of Mr. John Anderson and many other White Mountain hotel proprietors, will be decided within a few days, and it is probable that the requests of the motorists will be granted. The road protects itself from suit for damages in case of accident by requiring everyone who makes the ascent to sign a document absolving the road from all blame in case of accident.

Windsor Locks Toll Bridge Freed

By way of helping to celebrate the freeing of the Windsor Locks Warehouse Point toll bridge, in Hartford, on Saturday, July 18, the Automobile Club of Hartford conducted a parade.



A FRENCH ROAD RACE—PASSING THROUGH A TOWN

Heinze Puts His Race Through

President John O. Heinze, of the Lowell, Mass., Automobile Club, is a man who is not easily rebuffed or turned from his purpose. When he determined, some little time ago, to put through a race on the fine roads near Lowell he encountered a set-back in the shape of the refusal of the selectmen of Tyngsboro to permit the running of a race in their territory, but, nothing daunted, he went to work and now has everything in shape to hold the contest on Labor Day.

C. H. McIntire, counsel for the town of Tyngsboro, drew up the order permitting the race to be run. This appealed to the selectmen as being fair in every way towards the town, and so they signed it. The last big obstacle was thus overcome, and President Heinze of the club feels that the work of arranging the minor details can go on all right.

Mr. Heinze said that the work of erecting the mammoth grandstand would begin about three weeks before



START OF THE TWO-MILE STRAIGHTAWAY, WHERE HIGH SPEED CAN BE MADE

The race will be run on what is known as the Merrimac Valley course, and will be for stock cars. The 10.6 miles course will be covered 24 times. About 6 miles of it is over a boulevard of the superfine kind, where a speed of 70 miles an hour can be obtained without trouble. The remainder of the course is over country roads that are fairly good, and thus the opportunity to reach high speed on some of the stretches and to test the cars on give and take roads will be presented.

Labor Day, and that some local contractor would do the work. Also quarters for the racers will have to be found near the course.

Will Establish Stage Line

Harry E. Peltz, of Kalamath Falls, Ore., a short time ago drove his Thomas car from San Francisco to his Oregon home, where he is arranging for the establishment of a regular stage line between Kalamath Falls and Crater Lake.

New \$500,000 House for Royal A. C.

The plan to erect a new clubhouse for the Royal Automobile Club, London, has progressed so far that there is little doubt of its being carried out. At an extraordinary general meeting of the club held recently at the Institution of Mechanical Engineers, Prince Francis of Teck (the chairman, addressed the large gathering of members on the subject and scheme of the new clubhouse in Pall Mall.

The chairman opened by a brief but inclusive sketch of the club's history, and gave some interesting statistics as to the rapid growth of the membership. While a year after its inauguration it boasted 280 members, at the end of 1901 the total had risen to 1,154, and in the next year the scheme for the flitting to 119, Piccadilly, was mooted and so strongly supported that those premises were opened on the 4th of December of that year. Since then the club had grown very largely, and that building in Piccadilly had become altogether too constricted for the uses of the membership, and in April, 1907, his predecessor, Mr. C. D. Rose, after much mature deliberation on the part of the executive, made the first advances for the acquisition of the Pall Mall site. In January, 1908, the negotiations terminated in an agreement to acquire that site at an annual rental of \$37,500 in a certain progression, beginning with a peppercorn over five years, with a lease for 99 years, and the erection of a building thereon to cost not less than \$500,000.

The present premises at 119 Piccadilly, were very cramped for the various staffs and for the membership, which now reached 3,700, while a large increase was certain to accrue during the next two or three years. Members had first of all been invited to guarantee the capital necessary, and the replies received had been quite sufficiently satis-

factory to warrant the committee proceeding with the scheme, but he (the chairman) wished to lay before the members what he conceived to be their duty, namely, to apply for shares in the building company in order that the scheme might be brought to a successful issue. Therefore the Royal Automobile Building Co. had been formed with a capital of \$500,000 in \$50 shares, and two shares had been set aside for each member, and in view of the fact that payments for these shares were spread over a long period it was hoped that they would be taken up, and the club enabled to become the possessor of the most up-to-date and comfortable club not only in London, but probably in the world. The advantages embraced a library, touring department, motor house, club engineer, instructors in driving, technical lectures, garage at Ascot, special enclosures at Hurst Park, Lingfield, Richmond Horse Show, Henley and temporary membership of the French, German, American and all other recognized foreign automobile clubs.

The new buildings would have Turkish and swimming baths, fencing room, gymnasium, racquet courts, dressing and assembly room, billiard and card rooms, also 180 bedrooms. To provide this the unanimity and financial support of the whole membership were essential, and members should not only subscribe for shares, but should induce their friends to do so. The shares would bear interest at 5 per cent. per annum. The club itself might apply for shares, and drawings would take place, the numbers drawn receiving par value plus 10 per cent. The life membership scheme of payment of \$500 spread over twelve months permitted the club to apply for shares.

His Serene Highness, Prince Francis,

brought a clear and interesting speech to a close by earnestly invoking the support of members for the reason that not only was the scheme well conceived, but it had been most carefully thought

out in detail, and had the hearty approval of the Patron of the Club, His Gracious Majesty the King, who he knew took a great personal interest in the matter.

Horrible Plight of Austrian Motorists

Americans who intend to motor in Austria should be warned of the new law regulating motor traffic, which has caused consternation among the automobilists of the empire, according to a cable dispatch from Berlin. Dr. Emil Frischauer, a Vienna lawyer who has studied the measure, says there is absolutely no limit to the amount of compensation that may be exacted from a motorist for damage caused by or due to his car.

He is responsible for damage done by frightened horses, and the amount he has to pay may be fixed by any small local tribunal. There is no damage limit, and in view of the notorious hostility of certain districts to motorists a fortune might easily be lost on a single journey.

In Germany the damage limit is fixed at \$12,500. The secretary of the Vienna Automobile Club asserts that the

position of motorists will be most serious if the law is rigorously administered. Dr. Frischauer says but one avenue of escape appears open to the motorist, and that is to evade the law by the formation of limited companies.

Several motorists will join to form a company, each subscribing a certain sum, say, \$5,000. A company with five members will thus have \$25,000 at its command, and will purchase the cars of the five members, giving \$5,000 for each. The company now becomes liable for all damage done by all the cars, and, being a limited liability concern, it is only able to pay fines or compensation to the limit of the funds in hand. Then it becomes bankrupt.

Dr. Frischauer considers that such a company would be in a chronic state of bankruptcy, but this would be the only way of evading the new law.

Information for Tourists

The bureau of tours of the Automobile Club of America gives the following information:

Attention of members is called to the successful method of stopping speeding by the chief of police of Port Chester, N. Y., who stations his men at different points in Port Chester to hand visiting autoists a printed card welcoming them to Port Chester and requesting that they observe the speed regulations.

Through the efforts of the Automobile Club of Springfield and the Hotel

Men's Association of New England the road on the hill known as Jacob's Ladder, in Becket, on the main road from Springfield to Pittsfield, has been repaired, so that motorists will find good roads between Albany and Springfield.

Through the efforts of President W. W. Brown and the Automobile Club of Vermont the water bars on the Peru turnpike in Burlington, Vt., have been removed and the route over this popular turnpike is now in a passable condition.

PREVENTIVES AND REMEDIES

It has been noticed sometimes that a motor which will run well with the throttle partially closed and the car standing still will miss explosions when the throttle is open and the load of driving the car applied. In such cases it is often true that the batteries are weak, that there is a "leak" somewhere in the coil or secondary wiring, or the points of the plugs are too far apart. The compression in the cylinders is increased when the throttle is open and a greater amount of electrical energy is required to force a spark across the points of the plugs. And while it may happen that a sufficient amount of energy is available from the battery and the resistance of the "leak" in the secondary circuit is great enough to enable the spark to jump across the plug points at the reduced compression due to the partial closing of the throttle, there is not enough current available to produce a spark at maximum compression. Of course, as the compression is increased the amount of electrical energy necessary to force a spark through it, across a given distance, is correspondingly increased. In a case such as we have considered the remedy is to switch on a new set of batteries, or, if they are not available, to bring the sparking points of the plugs slightly closer together.

An excellent method to employ when a very much burned valve requires grinding consists in cutting a piece of emery cloth to dimensions a little wider than the valve seating and twice as long, then doubling over so that both surfaces are cutting surfaces. Holes are then made in the emery cloth and the valve stem passed through, so that the emery cloth is threaded up immediately beneath the valve stem. The valve is then placed in position and twisted for grinding under comparatively high pressure. Both emery cloths will conform to the valve head and seating, and if the valve turns and the emery cloth remains stationary the valve will be ground on the upper emery, while if the emery rotates the valve seating will be touched up with the lower emery.

It is a good plan occasionally to see that the nuts of the clips holding the springs

of a car in position are tight. Loose spring clips are the cause of many broken springs, for they allow more stress to be thrown on the center of the leaves than there should be. If the clips are perfectly tight the portion of the spring between them is practically a solid piece, but if one of the clips is loose there is much more individual movement among the leaves.

One of the frequent annoyances that the motorist is subject to is the breaking off of the secondary terminal at the spark plug end. While the main cause of this is the vibration of the wire, a contributing cause may be found in the fact that the terminal is soldered to the wire, making a stiff and solid connection at a point where flexibility is desirable. A simple and thoroughly effective way of obtaining a good contact, and yet securing one that is absolutely flexible, is by coiling a fine brass spring wire, say about an 18 or 20 gauge around a lead pencil, making a spring 3 or 4 inches long, the end of the coil spring thus obtained may be soldered to the secondary wire and the other end of it either soldered to a terminal or shaped to meet the requirements of the spark plug. The result of this is to obtain a flexible end that will permit of any amount of vibration and will not offer sufficient resistance to cause the wire to break.

The slipping out of gears of the gate-change type is usually due to loss of tension on the locking springs. In nearly all these types of gears the locking device consists of either a V or a ball piece dropping into a groove in the draw-bar under pressure of a spring. If the slipping out is not due to the loss of tension of the springs, it may be due to wear of either the notch in the draw-bar or of the V piece. Of course, very bad wear on the teeth will also cause a gear to slip out.

Joints which have copper asbestos washers should be put down with a paste of black lead and boiled oil. Care must be taken not to get this paste in a screw thread, as the utmost difficulty will be experienced in shifting it after it has set.

SOMEWHAT PERSONAL

M. W. Levy, of San Francisco, and his family made a long tour recently in California and Nevada in a 40 hp. Studebaker car, proceeding by way of Sacramento, Folsom, Shingle Springs, El Dorado, Diamond Springs, Placerville, Smith's Flat, Pacific House, Riverton, Strawberry and Meyers to Tallac on Lake Tahoe. Between Sacramento and Placerville, a distance of about 50 miles, they stopped nearly an hour for luncheon and yet beat the train by 37 minutes over a rather rough and sandy road. From Placerville to Tallac part of the road is good, but much is rock, and there is a long climb of 11 miles. The summit, whence the descent is made to Tallac, is 7,500 feet high. From Tallac the party toured to Carson Valley, crossing the mountains again and going down the Kingsbury Grade, a very steep and dangerous mountain road, 12 miles long with many short turns. One and a half hours were occupied in the ascent, but the descent took three hours. From Carson Valley the party went on to Carson City, Reno and Truckee, finishing the day's run at the tavern on Lake Tahoe. They stayed some weeks here, making trips round the Lake nearly every day. From the tavern the car was ferried across the Lake on a barge to Bijou and crossed the mountains by the Clear Creek grade, the steepest between California and Nevada, to Carson City, whence the motorists went on to various places in Nevada, and thence into Alpine County, Cal. A stop of three hours was made at Markleeville, Alpine County, the birthplace of Mrs. Levy. The whole tour covered about 800 miles.

American motorists in London are very numerous just now. Among others are Oliver S. Campbell, Col. C. C. Clarke, R. P. Van Cortlandt, Mr. and Mrs. J. W. Clark, of New York City; Mr. and Mrs. John F. Combs, of Philadelphia, and Harold H. McCormick, of Chicago.

R. H. Pease, Jr., a well-known San Francisco motorist, accompanied by his brother-in-law, Arthur B. Watson, who was at one time chairman of the Tours and Runs Committee of the Automobile Club of California, started on July 19 from Sausalito, Marin County, Cal., on a tour of a

1,000 miles to Portland, Ore. They started up the coast of California for Eureka, Humboldt County, whence they will proceed to Crescent City; thence to Grant's Pass, Ore., and on to Portland. They carry a complete camping outfit and other necessities for a long tour, in the tonneau of their car. They expect to enjoy some deer and bear shooting, the country through which they are passing being wild and mountainous. They hope to reach their destination about August 3.

Mr. and Mrs. A. M. Rothschild, of Chicago, are now enjoying an automobile trip through Switzerland.

After driving his Hotchkiss car 2,500 miles through France, Germany and Holland, Austin B. Fletcher, of New York, is making a short stay in London. His itinerary includes a tour of the British Isles before he returns to this country.

Mr. and Mrs. William G. Beale, of Chicago, are making a hurried automobile trip through Europe. They will visit the principal cities on the continent, after which they will go to London for a few days before returning to this country.

Mr. and Mrs. Benjamin Briscoe, of Tarrytown, N. Y., last week drove to Hotel Champlain, Clinton County, N. Y., in a Maxwell car.

A party of Cleveland motorists, comprised of Mr. and Mrs. J. H. Thompson, Miss Doyle, G. W. Morse and Howard Lash, recently arrived in Pittsfield. They are touring in a Peerless car. Other motorists seen at Pittsfield include Mr. and Mrs. A. W. Keating, of Belfast, Me.; Alfred R. Riggs, of Baltimore, and C. D. Hart, of Philadelphia.

W. L. Lucas, a wealthy lumberman of Wausau, Wis., will make an 8,000-mile tour in his Winton Six-Teen-Six. The route is through Louisiana, Texas, California and other Pacific Coast States.

A New York automobile party, consisting of F. P. Wallace and family, left Paris recently for a week's tour through the Chateaux district.

SOCIETY

With the coming of August thousands are going mountainward, and the White Mountains are perhaps as popular as any section. Automobilists in particular are attracted to this region, for the fine New England highways hold out splendid inducements for touring. Bretton Woods, N. H., is perhaps the most favored rendezvous of the White Mountains, at least among the motoring contingent. Among the notable arrivals at the Mount Washington last week were Mr. and Mrs. A. G. Burnaby, of London, England. Mrs. Burnaby was the beautiful Mrs. Minna Field Gibson and noted for her horsemanship. She met her husband while riding to hounds in England during the last hunting season. The Burnabys motored up from York Harbor, where they were recently married. Mr. and Mrs. Tyler Morse, Mr. and Mrs. J. B. Moulton and Mrs. Niles, of Boston, who have been at the Mount Pleasant House, where they arrived from Boston in two cars, are now at the Mount Washington Hotel, and their unique car, which was built after Mr. Morse's own design, attracts much attention. The Twin Mountain House had many New York arrivals last week, including several motor parties. Among them were Mr. Walter V. Naumberg, Mr. Godfrey Goldmark and Mr. E. R. Whitehead. Mrs. Winston Churchill has lately been in the mountains at Bretton Woods, together with her children and Miss Scott, of St. Louis, on a motor trip. They went from there to Poland Springs.

Lake George is fast approaching the height of the season, and the activities there promise to far outdo those of any previous year. Three regattas are now planned for the month of August, one August 11, at the Sagamore, one August 17, at the head of the lake, under the auspices of the Glens Falls Club, which has an establishment at the lake. The last and most comprehensive event will be the twenty-first annual regatta of the Lake George Regatta Association, to be held on August 20. Motor boat interest has reached a height never before attained on Lake George. The Sagamore regatta is exclusive and includes the boats of one manufacturer only; but as there are nearly

a half hundred of them on the lake and as they are fairly speedy for pleasure launches, the races, three events, will be of great interest. The fast boats will nearly all enter the contests at both Hague and the head of the lake for valuable cups. Four cups will be given in each regatta. Among the New York arrivals at the Fort William Henry Hotel last week were: Mr. H. M. Hanna, Mrs. Graham, Mr. and Mrs. William P. Scott, Jr.; Mr. Fred C. Bliss, Mrs. Gladwell, Mr. and Mrs. J. W. Abendroth, Mr. W. P. Abendroth, Mr. and Mrs. Robert Hoe, Miss Robinson, Mr. A. W. McCurdy, Mrs. Richard H. Gatling, Mr. Charles F. Aked, Mr. Charles Little, Mr. and Mrs. David F. Jones, Mr. and Mrs. P. B. Noyes, Mr. Robert Chambert, Mr. and Mrs. L. F. Loree and family, Mr. O. C. Kenyone, Mr. and Mrs. Edward E. Lawrence, Mr. N. McNeal, Mr. Edward Roberts, Mrs. Sarah Gould and Miss Grace Gould, Mrs. L. Hadwell, Mr. William Rapp, Mr. G. Butler Smith, Mr. J. L. McNamee, Mr. O. H. Lamont, Dr. and Mrs. C. T. Adams and Mr. and Mrs. L. M. Lowson.

Mr. and Mrs. William D. Sloane have with them at Elm Court, Lenox, their sons-in-law and daughters, Mr. and Mrs. John Henry Hammond and Mr. and Mrs. William B. Osgood Field. Mr. and Mrs. Sloane are now having built a fine cottage in the vicinity for Mr. and Mrs. Field.

Among the New York motorists who drove to Hotel Champlain, N. Y., last week were Alexander Elliott, Mr. and Mrs. James Shewan and son, Mr. and Mrs. William C. Demorest, Mr. and Mrs. H. R. Baker and Dr. and Mrs. J. M. McMichael.

Switzerland is very popular this year with notable Americans, and a trip to Europe without an automobile drive through this beautiful region is decidedly incomplete. Among the better known American society people now in Switzerland are Mr. and Mrs. George Jay Gould. With their son and daughter they motored from Paris to Geneva and then on to Lucerne. From there they left for Zurich. Thence they go to Munich, taking in the falls of the Rhine on the way. After staying some time in German cities they sail August 18 for New York.

C L U B S

The Grand Rapids, Mich., Automobile Club made a lot of old people happy July 21, when some 40 of its members reported with their cars and gave outings to more than 200 men and women of advanced years. Many of these had never had an automobile ride. This is the fourth event of the kind which the Grand Rapids club has carried through this year. First it provided entertainment for the knights and ladies gathered at Grand Rapids for the State encampment of the Knights Templar of Michigan, and following closely upon the heels of this it got together 100 cars for the trip of the Michigan merchants about the city. The Orphans' Day followed, and now comes the old folks day which is to be made an annual event. Mainly those thus entertained were of the institutions of the city, but a number of old people dwelling with friends and relatives were included in the trip upon the request of their friends.

As a result of the Norristown (Pa.) Automobile Club's request to members and others that the speed clause of the automobile law be respected, there has been a noticeable decrease of fast driving in and around that city. Secretary Edwin S. Nyce, of the club, says there has not been a single complaint for over a week, and there have been evidences on the part of motorists of a hearty desire to respect the wishes of the club and to keep from speeding. He says that even those who have notoriously broken the law in times past have come down to a sensible ground and are now running at a rate that will put police traps into disuse for want of business. Several persons who have shown a tendency to careless running have been notified by the club that after this their over-speeding will be regarded as wilful and that the club will take the initiative in visiting punishment for every infraction of the law.

Some reckless driving of automobiles has been going on in and around St. Paul of late, and the automobile club of that city has voted in favor of a plan by which it is hoped to put an end to the trouble. The idea is to have each member of the

club act as a special volunteer officer to report to the authorities all violations of the speed laws. The club will also try to suppress the drivers who chase away after having been mixed up in an accident, and will offer a reward of \$50 for information leading to the identification of offenders of this kind. The club will also pay a reward of \$50 for the arrest and conviction of any one who steals a car belonging to a member of the club.

The Rutland (Vt.) Automobile Club did some good work last week—they sign-boarded the roads in the vicinity of that city.

Members of the Automobile Club of America have been notified that the following yacht clubs will extend the privileges of their clubhouses and garages to them during the season of 1908 on presentation of their A. C. A. membership cards: Oyster Bay, Seawanhaka Corinthian Yacht Club, Bay Shore, Penataquit Corinthian Yacht Club, Port Washington, Manhasset Bay Yacht Club. The Jequot Casino Association of New London has extended to members of the A. C. A. the privileges of its clubhouse and grounds for the season of 1908.

Members of the Automobile Club of America have been warned by the Bureau of Tours to drive carefully in the following districts: Shore road between New Haven and New London. Speed limit at Madison of 25 miles strictly enforced, and also arrest for failure to blow horn at intersecting road in village. Castle Point near North Plains. Between Savin Rock and West Haven. After crossing bridge into Davenport Avenue from Congress Avenue. Length of measured distance, $\frac{1}{8}$ mile. Eltingville and Great Kill, Staten Island. Rigidly enforced speed laws. Tenaflly, N. J. Engle Street, from the borough line north to the main street leading south.

Dr. E. C. Wagner, one of the delegates sent by the Wilkesbarre Automobile Club to the good roads convention at Buffalo, is to make an address at the next meeting of the club upon the lessons in good roads work learned there. He was much impressed with what was accomplished, but says the session should have been twice as long in order to properly do all that was to have been done.

SPORTS

One of the most successful hill-climbing contests held in England this year was conducted recently by the Hertfordshire County Automobile Club. Thirty-seven cars were entered and they were divided into four classes. The fastest time honors in the various classes were credited to J. Browning (9 hp. Riley), P. C. Kidner (20 hp. Vauxhall), F. Browning (40 hp. Napier), and S. F. Edge (60 hp. Napier). The prize for the best handicap perform-

competition, open only to the chauffeurs of members of the L. A. C., was won by George Culien, who drove a Mercedes. Later in the afternoon there was a competition, open to anyone present. This was a trial drive on a car which had had its steering reversed, and was won by Mr. H. Lafone.

The Automobile Club of Chester County, Pa., held its initial endurance run from Coatesville on Saturday of last week. Eleven cars participated. They left Coatesville at 10.40 a. m. and arrived at Oxford,



STARTING POINT OF HERTFORDSHIRE HILL CLIMB

ance, irrespective of class, was secured by J. Hedges, on his 15 hp. Talbot, and the Aston Cup, for members, was won by E. Edwards, on his 24 hp. Minerva, for the second time, and thereby became his own property.

A short time ago the Ladies' Automobile Club of Great Britain and Ireland conducted a very interesting gymkhana. The first event, a speed-judging competition, was won by Mrs. Herbert Whiteley; the second and third, tilting at the ring and ball contests, by Miss Muriel Thompson; the fourth, musical chairs, by Miss Hills (passenger) and Mrs. Edmunds (driver). The fifth event, a quiet speed-changing

the turning point, at 2 p. m. They were delayed in West Chester, owing to the pilot car driver, W. L. W. Jones, being arrested for scattering a few bits of paper on the streets as a guide for the contestants following. Upon reaching Oxford, Councilman H. P. Passmore, J. D. Moore, Clarence Ortlipp and J. C. Brock met the club in an automobile and escorted them to the Oxford House, where dinner had been prepared. An electric storm held the club in Oxford until 4 o'clock.

The Runs and Tours Committee of the Cincinnati Automobile Club are discussing the feasibility of conducting an endurance run early in the fall.

HIGHWAYS

Something entirely new in highway construction is being planned by the Metropolitan Park Commission of Milwaukee, Wis. The county board of supervisors will be asked to make an appropriation to cover the cost of constructing a model road from the new Grand Avenue viaduct, being constructed at a cost of \$2,000,000, to the Milwaukee county limits. The route will follow the well-known Blue Mound road, used extensively by motor car owners. The object is to experiment with various kinds of pavements. The road will be one hundred feet wide. A dirt road forty feet wide will form the center, on which may be laid street car tracks. Twenty feet of macadam will be added on each side. On one side will be left room for a sidewalk and on the other a pedestrian path from six to ten feet wide. W. O. Hotchkiss, chief of the highway division of the Wisconsin Geological and Natural History Survey, will at once prepare plans. It is planned to build five miles of the road in 1909. The commission has representatives watching highway construction in European countries.

A number of model roads are being constructed by the highway division of the Wisconsin State Geological Survey. The localities furnish the labor and material and the State furnishes engineers to direct the work. Clay will be placed on sand roads and sand on clay roads, which, when thoroughly mixed by constant traffic, make excellent roads. Roads are under construction in Baraboo, Monroe, Sparta, Lake Mills, Oconomowoc, Waupaca and Colfax.

The Automobile Club of Belgium, says Les Sports, has just requested the Minister of Public Works to experiment in the construction of roads according to a new system which consists in forming two concrete "rails" (as they are termed) about a foot in width and $4\frac{3}{4}$ feet distant from axis to axis. For this purpose the paving stones would be taken up alternately to the number of two or three for a minimum width of 12 inches, so that the lateral rack formed by the remaining stones, between which the concrete would be run in, would firmly secure the monolith-rail. An exca-

vation of from 10 to 12 inches in depth would then be made, upon the bottom of which the removed and carefully cleaned paving stones would be aligned (bottom up) and imbedded in a mass of common concrete, covered at the surface with a layer of fine concrete about 2 inches thick. According to accurate figures obtained from large contractors who make a specialty of concrete constructions, the two "rails" under consideration, formed of first class materials, would cost at a minimum from 80 cents to a dollar per running yard.

The Massachusetts Highway Commission is to conduct an interesting experiment in road building on Cape Cod, where there is no stone to speak of. A heavy grade of crude oil, containing a large percentage of asphalt, will be used with the sand. The sand road will first be shaped with a road machine, and heated oil will be spread over the surface. A second lot of oil will be sprinkled on when the first coat has been on for two weeks. The surface will then be cut up with a disk harrow so as to mix the sand and oil to a depth of four inches. After this has been done the road will be rolled and the surface sprinkled with a thin layer of sand to absorb the surface oil. A little work of this sort was done under the highway commission's supervision about two years ago, which has resulted satisfactorily.

An improved highway across Pennsylvania from north to south and following the general course of the Susquehanna River, is what the motorists of Wilkesbarre, Pa., are advocating. This latest project of the Wilkesbarre automobile enthusiasts is the result of the proposal of J. W. Hunter, State Highway Commissioner of Pennsylvania, that the 67 counties of the Keystone State be connected by State roads. The Wilkesbarre people want a stretch of improved highways from Binghamton, N. Y., to Baltimore, and declare this is by no means so much of an undertaking as may seem at first thought, as many stretches between the two cities already are in first class condition. They propose that the road shall go through Montrose, Tunkhannock—with a spur to Scranton—Wilkesbarre, Bloomsburg, Danville, Northumberland, Duncannon, Harrisburg and York, meeting the proposed east and west Pennsylvania State trunk road at York.

A E R O N A U T I C S

A point to point balloon race, the first ever held in this country, will start from North Adams, Mass., on Friday, August 14. The participants in the race will compete for a handsome trophy offered by A. Holland Forbes, of New York. The race is novel in the conditions imposed, as each pilot is required to select the town, outside 30 miles radius from North Adams, where he will land, and to win the cup he must land within a 10-mile radius of the postoffice of that town; if two or more competitors land within a 10-mile radius of the postoffice they select, the one landing the nearer is to be declared the winner. The start of the race will be from the balloon grounds on West Main Street, and it is intended to get the last of the balloons away by noon. Numerous pilot balloons will be sent up at intervals before the race starts in order that the pilots may have opportunity of judging the direction of the wind in the upper currents and thereby decide what town or city they will select as their landing place. The winner is to have possession of the trophy and is subject to challenge any time after six months from date of winning, and must defend the same within 90 days of receipt of the challenge. If he fails to do this, the trophy is to be turned over to the North Adams Aero Club, which will make arrangements for another race.

A lone flight in the balloon Boston was made from North Adams, Mass., Friday, July 24, by Charles J. Glidden. He was in the air an hour, during which time he reached a height of 4,200 feet, and landed without incident at Petersburg, N. Y., 15 miles away. Last week's ascension was the second lone balloon flight of Glidden, and this qualifies him as a pilot of the Aero Club of France and the Aero Club of Great Britain and Ireland.

The French army authorities have ordered that the military parade ground at Issy les Moulineaux be closed to aeronauts for the purpose of aerial navigation. For a year almost Issy/les Moulineaux has been the one spot in the world where mechanical flight has been most enthusiastically investigated and practiced. It was here that

the public first became convinced of the astonishing possibilities of the aeroplane. Mr. Farman, then M. De la Grange, and after them a host of minor students of the fascinating problem made the vast parade ground the center of their experiments. The reason for the decision is that the public is in danger. A few days ago M. Lepine, Prefect of Police, paid a visit to the park during the trials and recognized at once that if an aeroplane should fall many spectators would probably be killed or injured. He felt he might be held responsible in such a case. He made known his fears to the military authorities and the latter acted at once, ordering all experiments to cease.

Berlin has a new organization known as the Aerial Navy League, the object of which consists of acquiring means of perfecting a dirigible balloon for patriotic purposes and subsequently acquiring a number of such balloons of adequate size to form the nucleus of an aerial fleet. Membership is open to all citizens of the empire. The minimum fee is 50 cents. The headquarters of the league is at Mannheim.

G. H. Curtis, in his aeroplane June Bug, made a flight of 350 yards at Hammondsport, N. Y., on Sunday, July 25. He attempted a turn, but was only partially successful. Lieut. Selfridge, of the First Field Artillery, then made three short flights, each of about 160 yards. During the latter's second flight the machine rose after touching the ground about 160 yards from the start and then flew 100 yards further.

On Saturday, July 25, Wilbur Wright, the American aeroplane inventor, who is now in Paris, made a balloon ascension from Le Mans in company with Leon Bollee, Rene Pellier and M. Leon Carre. After a pleasant voyage above the Le Mans race course, where Wright is to make his aeroplane experiments, and several neighboring villages the descent was effected in safety. The party returned to Le Mans by automobile. This was Wright's second balloon excursion.

The Dawn of Good Roads for New York State

In the report of the Good Roads Committee of the Automobile Club of America, attention is given to the new highway law of New York State and its effect upon the work of constructing improved roads. When this work is completed the State will be grid-ironed with broad, level and well-kept highways, which will make travel a pleasure from New York to Buffalo by any one of half a dozen different routes.

The law provides that between January 1, 1909, and January 10, 1909, the then Governor of the State shall appoint three highway commissioners, who shall have charge of the building and maintaining of the State and County roads throughout the entire State and also supervision of the repair work of the Town roads, thus taking away from the State Engineer's office the control of this work where it was only a department managed under a head elected by popular vote every two years and not satisfactorily handled. It is believed that the appointment of three men skilled in building and maintaining roads will produce a far better result.

It provides for either county or district superintendents having charge of small area. It provides a uniform fiscal year, with town superintendents to take office practically at the time that the new fiscal year commences. It preserves to the locality the regulation of the incurring of extraordinary expenditures, but it also provides for a more intelligent method of expenditure when the same has been dutily authorized and also guarantees to the locality more certainty with reference to the annual repair of improved highways. It divides all highways into three classes—The State, County and Town highways:

The State highways to be built by the department at State expense.

The County highways to be selected

originally by the several county boards of supervisors, and when approved by the State department, to be built under the provisions found in this act, which were heretofore found in the Higbie-Armstrong Good Roads Act.

Maintenance.—Both the State and County highways will hereafter be in charge of a Maintenance Department, whose sole business it is to maintain roads, the expense all to be paid by the State except an annual town charge of \$50 a mile, to be spent for ordinary repairs in the town raising the money.

The Town highways comprise all other roads, which are to be repaired and maintained by the local authorities under the direction of the department and under the general superintendence of the county or district superintendent. Said work to be done on the money system and giving to each town the benefit of aid by the State in accordance with the general provisions of what has been commonly known as the Fuller-Plank Law.

This new law provides for the laying out and building of 3,332 miles of State road to connect the large centers of population, thus forming a great system of through routes. About 500 miles of this system have already been constructed in small adjoining pieces. The routes specified in the law may be briefly described as follows:

Three between New York and Albany.

One between New York and Buffalo, through the Mohawk Valley.

One between New York and Buffalo, through the southern tier of counties.

One between Syracuse and Buffalo, through the northern tier of counties.

A great road around the Adirondacks.

Two great roads running through the heart of the Adirondacks.

Nine lateral roads running north and south, connecting the great through routes which run east and west.

These State roads, when built, it is hoped, will be like the national roads of France. The law makes ample provision for their maintenance.

There is now unexpended and unpledged of the \$50,000,000 bond issue \$41,000,000. The law provides that one-half of this \$41,000,000, or rather of the part annually appropriated of this sum by the Legislature, shall be devoted to the building of State highways and one-half to the building of County highways. There are, therefore, \$21,000,000 which will be applicable to paying for the cost of these roads, and as 500 miles of the 3,332 miles are already built, this sum is applicable to approximately 2,832 miles. This may not be enough money to complete the entire system, but it will go far towards its completion, and if it does not finish it, in years to come it will not be difficult

to get more money for this purpose.

In conclusion the report says:

"The State of New York is very beautiful—few of us know how charming its scenery is—and while this great road development which is planned will be of great advantage to all owners of automobiles in enabling them to tour in comfort over the beautiful State and in causing many hundreds of thousands of dollars annually to be spent by the owners of automobiles in going about the State, it will be of far greater advantage to the farming community in providing them with a means of hauling their crops to market the year round, irrespective of the condition of the roads. The people of the State of New York are to be congratulated that they have led the way in showing the other States how best to improve their civilization and the condition of their inhabitants by a broad and comprehensive plan of internal improvement by means of highways."

Good Roads Advocates Want Convict Labor

GRAND RAPIDS, Mich., July 25.—If there was any one idea which stood out prominently in the good roads convention, held here July 22 and 23, it was the stimulant to trade which is given through the systematic creation of well-kept highways. To those who have recognized the constant stumbling blocks placed in the pathway of good roads advocates by the farming element it was a pleasure to note the large attendance of men from the rural districts and their active participation in the proceedings.

The convention was held under the auspices of the National Convicts' Good Roads Association, of which Horatio S. Earle, the State highway commissioner of Michigan, is president. There were more than 300 delegates present, and in view of the busy season with farmers

this number taking a few days from their own affairs to help in the good roads cause is evidence of the force of the Michigan movement. President Earle in his address said in part:

"We have a paid up membership of 500 of the brainiest, most energetic business men of the country and we stand unequivocally for utilizing convict labor in preparing road material for the improvement of our public highways. This association proposed to carry its present campaign into every State in the Union."

The entire two days session was devoted strictly to the business which had called these busy men together. There were addresses upon practical subjects by men prominent in road making, not alone from Michigan, but many other States, and there is no question among

A Rival to Germany's Aerial Company

Great things are expected of the American Aerial Navigation Co., which was organized at Boston this week. A statement was given out by Whipple, Sears & Ogden, who, at the request of Charles J. Glidden, are preparing organization papers for the company. It is to be created for the purpose of manufacturing and operating aerial devices and the establishing of aerial routes for the transportation of freight and passengers in the United States, Canada and Mexico.

Mr. Glidden anticipates that within the next eighteen months the new company will be carrying passengers and merchandise by the "air line" between New York and Boston, either by use of the dirigible balloon or aeroplane. He believes that with relay stations near Springfield and New Haven the trip can be made 300 days in the year, the one from Boston to New York during day, light and from New York to Boston in seven or eight hours.

The first experiments will be made with small dirigibles with a capacity of one or two passengers in addition to the operator. Stations will be established

close to the street car lines on the outskirts of cities with suitable facilities to house the dirigibles and supply any loss of gas enroute.

An inexpensive plant to manufacture hydrogen gas will be in operation at each station. As the dirigibles will travel at an average height of 500 to 800 feet very little loss of gas should take place.

Pending the establishment of the air lines and to familiarize people with aerial voyages ascensions will be made from Pittsfield and North Adams in the spherical balloons.

The people interested in the new company hold options on a large manufacturing plant for aerial apparatus and are in negotiation for the manufacture of dirigibles. The form of dirigibles to be adopted will depend upon the success of the experiments now being carried on by the governments of the United States, France, Germany and other European countries.

"Aerial travel," says Mr. Glidden, "will be, when thoroughly established, the cheapest and safest form of transportation."

Farman Wins the Armegaud Prize

Henri Farman in a magnificent flight made in his aeroplane at Issy-les-Moulineaux before sunset of July 6th, won the prize of 10,000 francs offered by M. Armegaud to the first aviator who, in 1908, should remain for a quarter of an hour in space within French territory.

The aeroplane made the tour of the field of manoeuvres twelve times at a height of 4 or 5 metres, covering a distance of about 19.7 kilometres, and remaining in the air for 20m. 19 3-5s. The record of Delagrange at Rome (12.75 kilometres in 15m. 26s.) is therefore beaten.

During the course of the dinner at which M. Armegaud presented Farman with a 10,000 franc check, Commander Renard having confessed that he had never visited London on account of his dislike of traveling by sea, M. Deutsch de la Meurthe offered a prize of 25,000 francs to the first aviator who should carry the commander across the Channel and land him in England. If it were a question of aeroplane, it would suffice, in order to win the prize, to cross the strait, but if of a dirigible balloon, it would be necessary to land at the camp of Aldershot, near London.

That Double Transcontinental Trip

The rules for the "Double Transcontinental Endurance Contest", which the *New York Times* is promoting, and which is expected to start from New York on August 22, contains some features which have no doubt been incorporated as a result of the experience obtained during the holding of such contests as the New York-Paris race, now ending. After providing that the contest shall be confined to stock chassis, and stipulating that there shall be at least eight entrants, the rules specify as follows:

The *New York Times* offers for competition of motor cars a cup for an endurance contest from New York to San Francisco and return. The cup will be awarded to the car which, in the best time and with the best endurance record, completes the double transcontinental trip. The contest will be conducted under the direction of a committee of prominent automobilists and will be started from Times Square, New York City, on August 22, 1908, provided there are eight entrants.

First—Each contestant shall be a stock car chassis of a model regularly sold by the entrant or manufacturer, but the final decision as to its eligibility as a stock car chassis in this contest shall rest with a technical committee of three, to be appointed by the contestants. Its decision shall be without appeal. The chassis shall be fitted with a body having comfortable seating capacity for at least four persons, with its equipment optional. Gasoline, oil, and water tanks, tires and rims shall be considered as equipment.

Second—No entrance fee will be required, but a forfeit of \$1,000 as a guarantee of good faith must be posted, to be returned at some point on the course to be determined by the contestants.

Third—Each contestant shall be prepared to carry a crew of four men, and may be required to carry such number, the crew to consist of a driver and mechanic, an official observer, and a reporter. All replacements or repairs upon the cars shall be made by the driver and mechanic unaided by outside assistance. Neither driver nor mechanic may be

changed during the trip except in event of illness or disability, duly certified by competent testimony.

The observer carried on each car must be nominated by another competitor and acceptable to the Technical Committee, make full record of all repairs or replacements and furnish complete report of same, which report shall determine the endurance record of the car. The record of the observer may not be set aside except upon positive proof of error unanimously accepted by the Contest Committee. The observers shall be interchanged daily if possible or as frequently as practicable.

The reporter carried on the car shall not be an employe or agent of any competitor.

Fourth—Each car shall proceed under its own power exclusively from the beginning of the trip to the end, except when progress is entirely impossible by reason of unusual conditions, such as a washout, unbridged stream too deep to ford, or similar natural obstacles. Outside aid may be secured to cross such obstacle, if unavoidable, but the burden of proof rests on the crew of the car to demonstrate the necessity for its employment, and failing to provide such proof will render a car liable to disqualification or such other penalty as the Contest Committee may determine upon in its good judgment.

Fifth—In event of accident sufficiently serious to temporarily disable a car, it may be towed or shipped to such place as necessary for repairs to be effected (but work on the car must be done by the crew alone). In such event, however, the car must be returned to the point on the road where the accident occurred before continuing the contest and no allowances made for the time lost.

Sixth—No car may use private roadway, railroad track or trestle not open to other contestants if possible to avoid same, and proceed by road.

Seventh—Repairs or replacements may be made on road at any time or to any part of the car. Repairs shall be penalized only by the loss of time occupied in effecting them. The replacement of any part by another not carried in the car may be made, but the part replaced must be shipped to the point from which wire is sent or the nearest shipping point from New York or San Francisco from an of-

ficial station and bear the seal or stamp of the Technical Committee. All repairs and replacements, however, must be made under the observation of the observer and duly reported. All extra parts carried must be catalogued and a list furnished the committee for reference before the start.

Eighth—Before the start of the race each car must be sealed in every possible part by the Technical Committee. Such seals shall not be broken except by the official observer assigned to such car. Each observer shall carry a supply of seals, and after repairs or replacements are made shall reseal the part on which the seal has been broken. It shall be the duty of each observer to see that the seals are intact as frequently as possible.

Ninth—Each car may run each day only between sunrise and the hour after sunset. (Sunrise and sunset for each day shall be considered the hours so nominated by the Government calendar for New York.) In the event of the necessity of running later than the hour stipulated in order to reach suitable shelter, the observer shall see that the start next day shall be delayed a time equal to the excess time run beyond the official stopping time.

Tenth—Each car each night must be garaged and locked up and inaccessible to the crew or others, and no repairs or replacements or replenishments may be effected upon it except within running time and in the presence of the official observer. If no suitable garage can be secured to comply with such conditions, it shall be the duty of the observer to set such watch upon the car as to insure the fulfillment of these conditions.

Eleventh—Each car must observe absolutely the speed laws of the States through which the route leads. The contest is only made possible by absolute observance of the law, and any car violating such speed laws jeopardizes the rights and interests of every other competitor. The observer shall see that the laws are not violated, and shall report any dereliction immediately to the Contest Committee for action.

Twelfth—A time schedule in conformity to the speed laws has been laid out for the cars and must not be exceeded. There shall be a stop of twenty-four hours at Chicago, San Francisco, Los Angeles and St. Louis, as provided by schedule.

Suitable gasoline and oil supply stations

will be arranged for those cars desiring same and furnishing information as to quantities required at the time of entry. Tire controls may be established at 500-mile intervals.

Thirteenth—Each car must report by telegraph the time of arrival at each stopping place each night as well as at noon (or as near noon as possible) on blanks furnished for that purpose.

Other prizes will be offered.

Aug. 22. New York to Albany.

Aug. 23. Rochester.

Aug. 24. Cleveland.

Aug. 25. South Bend.

Aug. 26. Chicago.

Aug. 27. At Chicago, 24 hours.

Aug. 28. Cedar Rapids.

Aug. 29. Grand Junction.

Aug. 30. Omaha.

Aug. 31. Lexington.

Sept. 1. Cheyenne.

Sept. 2, 3, 4, 5, 6, Ogden.

Sept. 7, 8, 9, 10, 11, Reno.

Sept. 12, 13, 14, San Francisco.

Sept. 15. San Francisco, 24 hours.

Sept. 16, 17, Los Angeles.

Sept. 18. Los Angeles, 24 hours.

Sept. 19, 20, 21, Goldfield.

Sept. 24. Salt Lake.

Sept. 25, 26, 27, Denver.

Sept. 28, 29, Kansas City.

Sept. 30, Oct. 1, St. Louis.

Oct. 2. St. Louis, 24 hours.

Oct. 3, 4. Cincinnati.

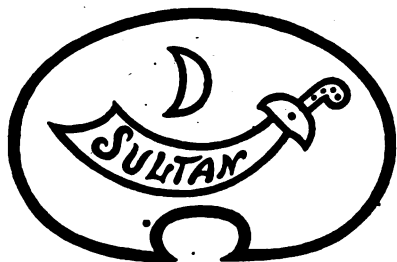
Oct. 5, 6, Pittsburg.

Oct. 7, 8, New York.

Expect Fast Time at Wildwood

Great preparations have been made during the past week by the Motor Club of Wildwood, N. J., for the mid-summer race meet which is to be held on the Speedway, North Wildwood, this afternoon (August 1). A force of men have been at work getting the 100-foot straightaway track in the best of condition, and record-breaking time is expected. It is anticipated that the mile course will be covered in less than 40 seconds. Among the cars to compete are the Fiat, Chadwick, Hotchkiss, Stearns and Thomas.

Automobile Topics Tour



Sultan Taxicabs and Town Cars

(Licencee of Lethimonnier & Co., Paris)

4 cylinders. 12 h. p. \$3,000
Wheelbase, 98 1-2".

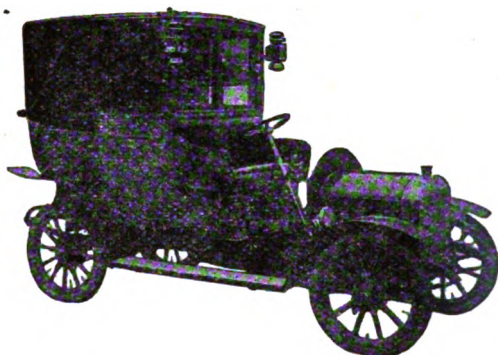
Sultan 5-Passenger Touring Cars

4 cylinders. 24-32 h. p. \$4,000
Wheelbase 116 1-4".

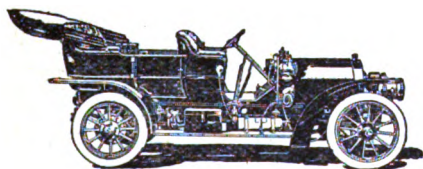
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THE BEST CAR THAT AMERICA
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Pennsylvania Auto-Motor Co.

BRYN MAWR, PENNSYLVANIA

C. G. V.

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in Europe and America*

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and Style. --: Elegant in Appoint-
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TOWN CARS
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FOR FULL PARTICULARS APPLY TO

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EM. VOIGT, President

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Mention "Automobile Topics" when writing.

Loose Sheets of This and Previous Sections May be Obtained by Remitting Ten Cents for Each

1908 A. A. A. TOUR

THIRD SECTION, HARRISBURG TO MILFORD, PA.

From Harrisburg to Philadelphia a somewhat roundabout route is taken, passing through Lancaster, Reading, and Patterson. Leaving Philadelphia the tourist heads almost due north, reaching the Delaware River at Easton and thereafter never getting very far away from it. The details follow:

Leave Lochiel Hotel; go west on Market St.; at river T. L.; at fork bear right; straight ahead on So. 9th St. At end of road T. R. through Steelton and Highspire into

MIDDLETOWN (9.7 miles).

At first fork beyond town bear right to Elizabethtown, Anchor and Rheems. Sharp left and right curves, then through Fiorin and Mount Joy. Turn right at Washington House; at fork bear right. Ahead three miles and at fork bear right; at next fork bear right; at next fork bear left. Just beyond T. L. through Marietta. At fork bear right and continue into LANCASTER (41.8 miles).

From half circle monument go on East King St. one block; T. L. on Duke St.; leave trolley, T. R.; take middle road, just beyond bear left; at fork bear right through Roseville, Landis Valley and Oregon. Continue on main road through AKRON (52.8 miles).

Sharp left curve down hill; at fork bear right; at next fork bear right through Ephrata. At fork right, and next fork left through Reamstown. At fork left; bear right with trolley through Swartzville and Adamstown. At fork bear left; next fork right through Gouglersville. At fork bear left; next fork right; next fork right; at crossing left with trolley through Shillington into READING (74 miles).

Turn right on Perkiomen St.; ahead about 2 miles and at fork bear right; at next fork bear right, and at next fork left through Baumstown. At fork bear right and continue through Douglassville into POTTSTOWN (91 miles).

Ahead through Sanatoga P. O., Limerick, Trappe, Collegeville, Eagleville and Jeffersonville into NORRISTOWN (110.6 miles).

At corner beyond Montgomery Hotel turn left on De Kalb St.; at crossroad turn right; then ahead through Plymouth Meeting. At Beaver Hill Hotel turn left; at crossroad turn left on Wissahickon Ave.; turn right at red barn; turn left on Gordon Road; at end of road turn right. At fork bear left and continue through Chestnut Hill to Hotel Walton,

PHILADELPHIA (133.5 miles).

Leaving Hotel Walton retrace route to Chestnut Hill. At fork 2 miles beyond bear right, and continue through Flourtown, Fort Washington, Ambler and Rose Valley. At fork bear right; at crossroad, Spring House, turn right. At fork bear left; next fork left, and next fork right into

MONTGOMERYVILLE (157.6 miles).

Continue through Colmar and Trewingtown. At crossroad turn left through Line Lexington and Unionville. At fork bear right; ahead through Penville. At fork keep left through Sellersville and Rick Hill. At fork bear left and at crossroad turn left through Quakertown. Ahead through Brick Tavern, Zion Hill, Coopersburg, Centre Valley and Mountainville ALLENTOWN (187.7 miles).

Turn right on Hamilton St., continue three miles and bear right at fork through Rittersville. At fork keep on with trolley through East Bethlehem and Bethlehem. Ahead through Melrose, Hecktown and Newburg. At fork bear right into Nazareth. Continue through Zeipville into EASTON (208.6 miles).

From public square bear left on North 3rd St.; cross creek bridge and immediately bear right on Delaware St. Continue through Sandts Eddy and Martins Creek. At fork keep right; at end of road T. R.; at fork keep left through Three Churches and Middaghs into

RICHMOND (221.5 miles).

Ahead through Centerville and at fork bear left through Mount Bethel. At fork T. L. through Portland. At end of road T. L.; at fork bear right through Slateford into

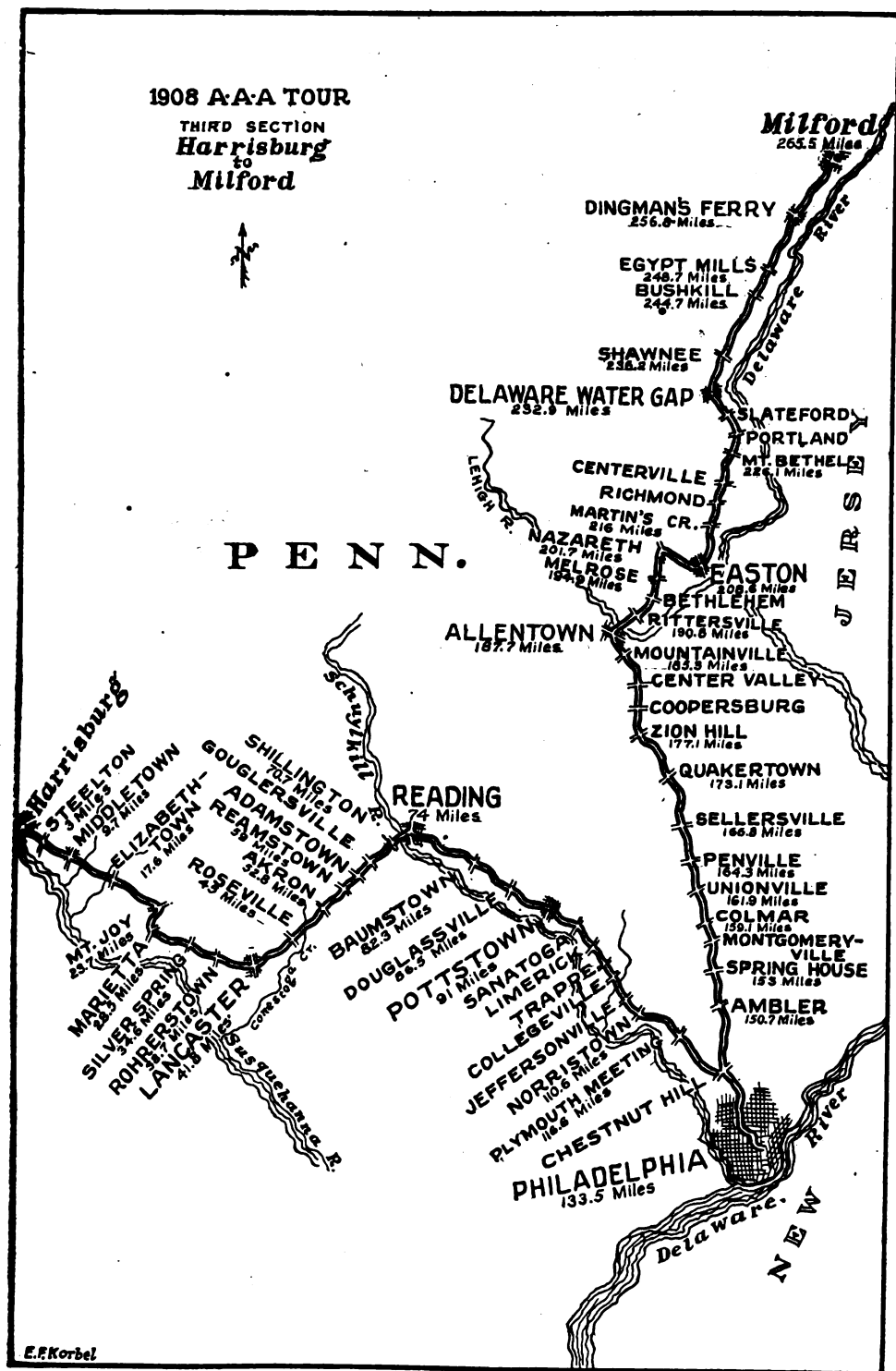
DELAWARE WATER GAP (232.9 miles).

Over creek bridge and at fork bear right; take first road to right over iron bridge. At fork bear left and ahead through Shawnee. At fork keep right; next fork left; next fork left, and fourth fork right. About mile beyond keep left at fork, and next fork left, continuing into BUSHKILL (244.7 miles).

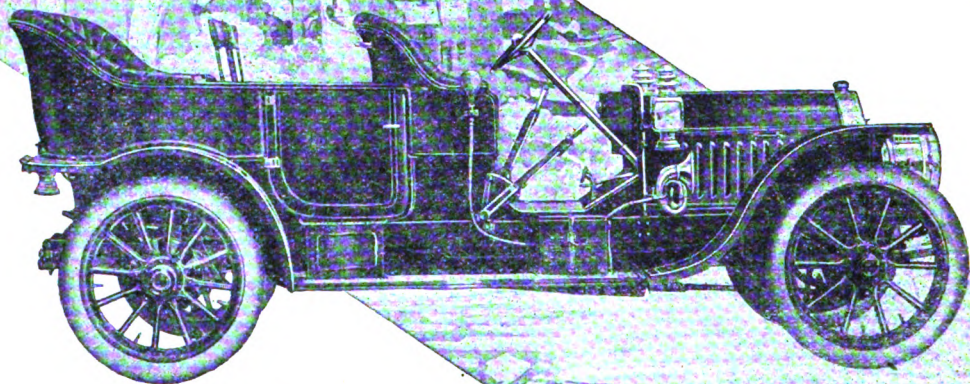
Ahead through Riverside, Egypt Mills and Dingman's Ferry to Bluff House, MILFORD (265.5 miles).

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CHATEAU DES BEAUX-ARTS
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Peerless



1909 PEERLESS CARS

Model 19 Four Cylinder Thirty Horse-Power
Touring Car Price, \$4,300

Model 25 Six Cylinder Fifty Horse-Power Touring
Car Price, \$6,000

PEEERLESS cars will be manufactured in two models during the 1909 season. These cars are similar to the corresponding 1908 models. The improvements and slight changes may be regarded as the expected results of experience combined with a constant effort to keep the Peerless ahead of its class.

The high state of perfection reached represents the steady progress of many years and demonstrates that each new model, though improved and better, is not revolutionary in type nor essentially different from its predecessors.

The new models are now offered for early fall delivery:

*Write for new Booklet E describing
the new features on the 1909 Models*

The Peerless Motor Car Company

2463 East Ninety-third Street

Cleveland, Ohio

Motorists Now Have a Separate Entrance

To accommodate the large number of automobile parties who visit Mount Washington, Bretton Woods, a new automobile entrance has been made for the sole use of those who arrive in automobiles. Near the entrance is a reception room, where the tired motorist can remove the dust before entering the hotel office. A maid is always in attendance ready to give her undivided attention to all the minute they arrive. The reception room is attractively fur-

nished in the most comfortable manner, and a few, but tastefully arranged flowers lend a simple but attractive color to the room.

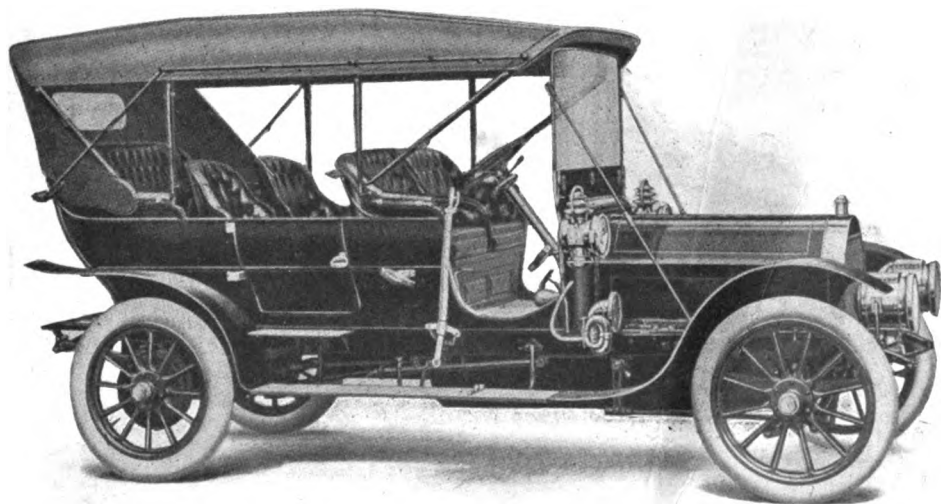
Here the tired and dusty motorists can refresh themselves before appearing in public. Here they secure immediate and careful attention, and all confusion between carriages, as was experienced before the automobile entrance was built, has been satisfactorily eliminated.

The Industrial Law League

The Industrial Law League, which has offices at 170 Broadway, New York, is a corporation doing business pursuant to the laws of the State of New York and is especially engaged with legal causes involving the technique. Through a corps of legal specialists, comprising the law department, it will institute proceedings directly or as associates for out of town or foreign interests and is available at short notice for examining witnesses preferably in or

about New York and particularly in patent interference and infringement suits. A chain of associates throughout Continental Europe, Great Britain, the Colonies, South America and Canada also enables it to investigate and prosecute foreign interests with dispatch.

Special attention is given to the taking out of patents in both the United States and Canada, an entirely separate department being maintained.



SIX-CYLINDER, 40 HP. PIERCE GREAT ARROW

Death of M. Louis Rene Panhard

Louis Rene Panhard, one of the members of the administrative council of the Panhard-Levassor Establishments, died at the age of 67, on the 18th inst., at Bourboule, France, where he was undergoing treatment for a complaint from which he had long suffered.

He was a native of Paris, where he was born May 27, 1841. He was an officer of the Legion of Honor and Chevalier of the Merite Agricole.

M. Panhard was one of the pioneers of the automobile industry and one of the first to foresee the prosperity which was in store for mechanical locomotion. He was founder of the house of Panhard and Levassor. After the death of his partner, he, in 1897, organized a stock company, known under the name

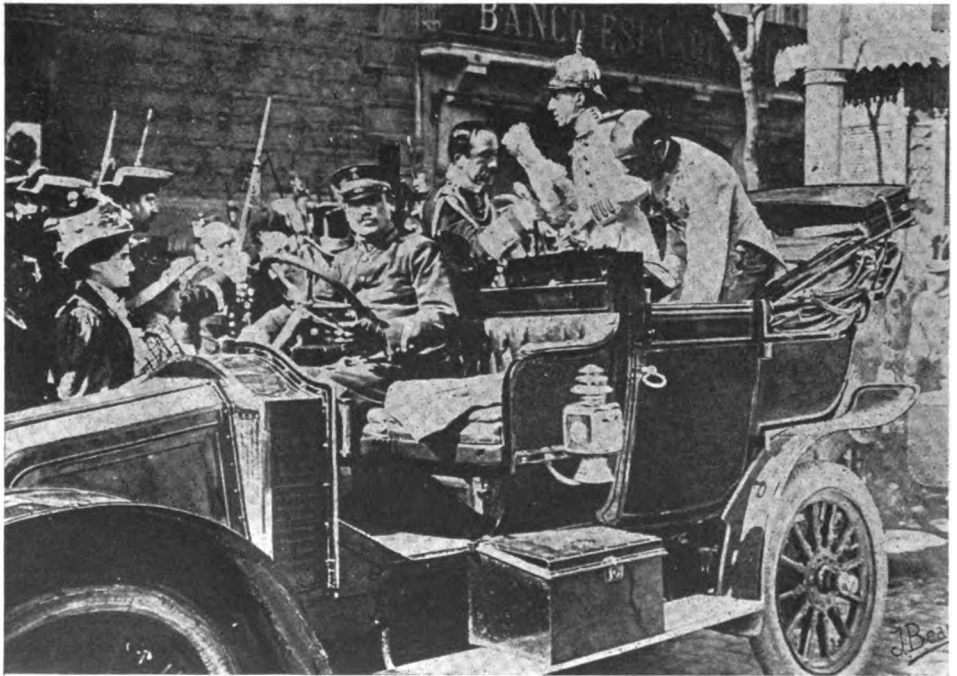
of the Societe Anonyme des Anciens Etablissements Panhard et Levassor.

Having amassed a competence, he had, to a certain extent, retired from active life, and resided most of the time at the small city of Thiais, which had elected him as its mayor.

His funeral took place from the Church of the Madeleine, Paris.

Contest May Be Open to 1908 Cars

It is likely that the 1909 \$2,500 contest for Winton Six chauffeurs will be open to employed drivers of the 1908 Six as well as of the 1909 Six. Should this be decided upon mileage reports will not be accepted prior to October or November, in order that cars now in service may not have too great an advantage in time over new cars.



THE KING OF SPAIN IN A 20-30 RENAULT LANDAULETTE

Victory For Pennsylvania Rubber Co.

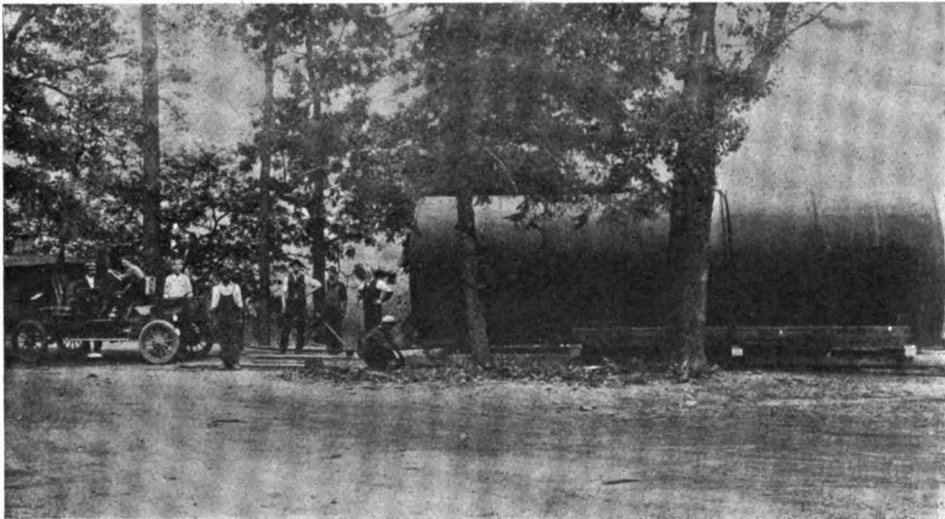
For the second time this year the Pennsylvania Rubber Company has concluded a successful defense of a legal action involving the manufacturing rights of the tire industry as a whole. Their first victory was the decision of the U. S. Court of Appeals that the holders of the old G. and J. Clincher patents, who had collected hundreds of thousands of dollars in royalties from manufacturers, were not entitled to such royalties on the modern type of Clincher tires. This decision threw the making of Clincher tires open to the trade at large.

The second case in which a decision against the complainant has just been handed down by the U. S. Court of Appeals, was brought two years ago by the Boston Woven Hose & Rubber Company against the Pennsylvania Rubber Company. The action referred to a patent which, it was claimed, covered security bolts for tires. The decision went against the Boston Company in the

U. S. Circuit Court, and this decision was upheld in the Court of Appeals. Had their patent been upheld the Boston Woven Hose & Rubber Company would be able to collect royalties from anyone selling or using security bolts on tires.

Thomas Good on Mountain Work

L. J. Schuman, president of Lake County (Cal.) Automobile Transportation Co., is in San Francisco, and in speaking of the work of the Thomas Flyer on the stage line states that their seven passenger car has been utilized more as a carryall than as an automobile in their efforts to transport passengers from Pieta to Lakeport and Highland Springs. On numerous occasions the machine has carried from ten to twelve passengers up the one-mile Pieta grade. Schuman states that the Thomas is proving so satisfactory on mountain work than the company next season will probably add four new machines.



A 24-30 HP. MAXWELL HAULING A 10,000-GALLON GASOLENE TANK TO THE MAXWELL FACTORY

Fine Showing of Diamonds in A. A. A. Tour

Making actual tire cost the basis, as usual, the winning of the Glidden Tour, so far as tire equipment is concerned, is credited to the Diamond make. The reports compiled by observers and given out by the Diamond Rubber Company show an average tire cost per car of \$46.91 for all cars in the tour, both contestants and non-contestants. The average cost for Diamond tires alone was \$16.88, considerably better than the average for the whole tour. The average cost per car for tires excluding Diamond equipment was \$64.94.

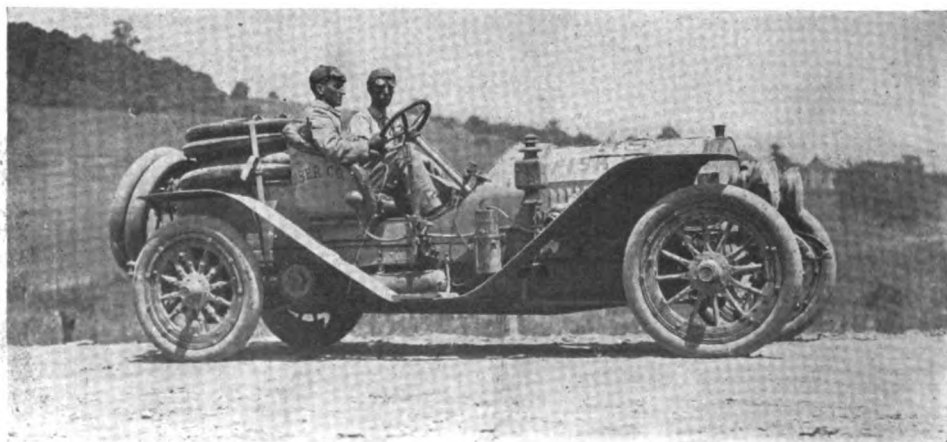
The basis of cost is taken with size

34x4, representing the general average of tire sizes used. All items, even punctures, etc., capable of ready repair, are taken into the account, but the big feature of the tire cost was the blowing out of casings and tubes. Of 61 blown-out tires all told, the number of Diamond tires so damaged was but 5, and this with 21 contesting and non-contesting cars using the Diamond make. Of the 22 contesting cars with perfect scores at the end of the tour, 9 were equipped with Diamond tires. Two cars made a change to Diamond equipment en route.

Taft Prefers Automobile to Railroad Train

Candidate Taft is becoming an automobile enthusiast. He has several times made use of the Government automobiles for one part of the journey from New York to Oyster Bay and appeared to enjoy it hugely. On his visit to the President's home on Thursday, July 23, however, Mr. Taft shunned all other modes of conveyance, both going and coming. One of the Government White Steamers met him at the West

23d Street Ferry, and, under the protection of "Casey, the Cop," he was driven in a jiffy to the East 34th Street Ferry, the traffic and speed regulations being for the moment suspended. The car then proceeded in record-breaking style to the President's home at Sagamore Hill, and a few hours later safely brought back Mr. Taft all the way to the door of his hotel in New York.



THE FISK TIRE CAR IN THE A. A. A. TOUR

Handy Booklet for Tourists

The Weed Garage, Toledo, O., has published a pamphlet which will prove of value to its patrons. The pamphlet contains a number of tours, with maps and accompanying road instructions, covering the territory in the vicinity of Toledo, as well as a number of through routes. The former lead to Jackson and Detroit, Mich.; to Columbus, Marietta, Sandusky and Cincinnati, O., and to Indianapolis and Fort Wayne, Ind. The method used by AUTOMOBILE TOPICS in its weekly tours is followed, which means that the tourist will find it easy to reach his destination wherever it may be by means of the information thus placed at his disposal. The pamphlets will be furnished on application to the Weed Garage, Toledo.

Bennett is Eastern Sales Manager

Announcement is made that the New York branch of the the White Company will hereafter be known as the Eastern Branch, and that George W. Bennett will take the title of Eastern sales manager. The territory to be handled by the Eastern Branch comprises New York State as far as Rochester, the eastern counties of Connecticut, part of Berkshire County, Mass.; the entire States of New Jersey and Delaware, and the eastern half of Pennsylvania.

The office of the White Company in Philadelphia becomes a sub-branch, under the control of Mr. Bennett.

Of Interest to Tire Users

The Continental Caoutchouc Company is sending out to the users of automobiles an interesting circular in regard to the trip of J. M. Murdock from Los Angeles to the Atlantic Coast. The circular contains also information in regard to carrying capacity of tires, hints for prolonging the life of tires, etc. Copies can be obtained by addressing the Continental Caoutchouc Co., 1788 Broadway, New York City.

To Make Parts, and, Eventually Taxicabs

The Bristol Engineering Co. has been formed at Bristol, Conn., to manufacture automobile parts, and, eventually, taxicabs. A. P. Rockwell, president of the New Departure Co.; DeWitt Page, secretary of the same concern, and F. E. Moscovics are the organizers of the company.

The Hartford Automobile Dealers' Association plan to hold a tent show at Charter Oak in September in connection with the State fair. This show will be housed under a tent with 15,000 square feet of floor space, and the floor will be covered with tan bark.

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A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
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Published by AUTOMOBILE TOPICS (Incorp.)

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No. 17.

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5524 }

The "Borrowing" Chauffeur Again

Another fatal accident, due directly to the recklessness of a "borrowing" chauffeur, was reported last week, this victim being a well-known New York physician. The chauffeur had "borrowed" the car, without permission of course, and was giving a party of friends the ride of their lives. The accident left the chauffeur uninjured, equally of course.

It would be interesting to know just what will happen to the offender. Probably he will get off after being locked up a few days and given a lecture in court. It is not likely that anyone will think of persecuting him or making him pay the penalty that is his meed. Very likely he did not even get the scoring that would have been handed out to the owner of the car had he been driving, or to the chauffeur had the accident occurred under ordinary circumstances. The fact that the ride was a stolen one seems to many people to be sufficient excuse for doing nothing more than giving the perpetrator a good lecture. This is the queer part of it all. In the eyes of the law this borrowing of cars is a crime, and the tendency is to increase the severity of the statutes relating to it and to impose punishment in keeping with the enormity of the offense. But the maudlin sympathy felt for the "poor chauffeur," who is guilty of nothing more than stealing a ride, steps in and frustrates the course of justice.

Until public sentiment changes and the offending chauffeur is deemed a proper subject for a term in jail there is not likely to be much change.

The Reliability of Today

In the face of the statistics of the A. A. A. tour, given on another page, it will be pretty difficult to reach any other conclusion than that the motor vehicle of to-day is the acme of reliability—provided it is in proper hands and is sound and well designed to begin with. This is but another way of saying that there is no excuse for the overwhelming majority of the breakdowns that occur ordinarily, and, bold as the assertion may seem, it is the truth.

The statistics referred to show that considerably more than 50 per cent. of the cars competing made the run of nearly 1,700 miles with clean scores. To earn a clean score was no easy task. The presence of observers rendered the feat more difficult than last year, when the proportion of perfect score cars was only about one-half as great; yet as the run was this year longer and harder, striking testimony is thus borne to the improvement that has taken place in the space of a single year.

Equally interesting and instructive is the summing up of the causes of the mishaps that blotted otherwise clean scores. Very few of them were due to inherent defects in the cars. Collisions, accidents encountered in the effort to avoid collisions, mishaps due to defects in roads or bridges—these figure in the list, leaving only enough to point the remark that bad designing and poor construction carry their own penalties.

A Commissioner with Backbone

If Commissioner Smith, of New Jersey, who does what he can to mitigate the harshness of the Frelinghuysen law, isn't careful he will get into real trouble. For several years he has insisted on treating motorists as if they were law-abiding citizens, and has, wherever possible, interpreted the law in such a way that it has some resemblance to a reasonable enactment.

Now he has taken a hand in the punishment of a chauffeur whose conduct in the case under notice was utterly indefensible. We give the story as reported in a local newspaper:

"On June 26, Tyson, who was chauffeur for Robert Naegli, of Hoboken, took out Mr. Naegli's car with a party of friends about 1.30 a. m., and while on the Hudson Boulevard struck two produce wagons, throwing both of the drivers off their wagons, smashing the wagons, and injuring one horse.

"Upon investigation by Mr. Ackerman it was discovered that he took out the car without the permission of the owner. The report was sent to Commissioner Smith, who summoned Mr. Tyson to appear on June 29 at Trenton to show cause why his license should not be revoked for violating section 20 of the motor vehicle law. Failing to appear, his license was promptly revoked.

Let us hope that Commissioner Smith's backbone is in good order and that he will see that this particular chauffeur's license stays revoked.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 14)

B

Belt-shifter.—See Fork.

Belt-slip.—See Fork.

Belt-tension.—The pull in a belt expressed in pounds per square inch of cross-section. It varies with the nature of the material, but a good rule is to keep it below 300 pounds to the square inch in leather belts. It is calculated by dividing the transmitted power in foot-pounds by the velocity of the pulley-rim in feet per minute, and by the cross section of the belt in square inches.

Buttress Thread.—See Thread, Buttress.

C

Cannon.—A loose metallic sleeve on a shaft.

Chamber, Explosion.—The part of the cylinder of a motor in which the compressed charge is ignited.

Choking-coil.—See Coil, Choking.

Coil, Choking.—A coil of insulated wire of low resistance, wound on a core of laminated iron or iron wire. It possesses a large impedance (q. v.) and is therefore often called an "impedance coil." It is joined up in series in an alternating current circuit to prevent too large a current from flowing through the circuit.

Coil, Economy.—See Coil, Choking.

Core-disk.—See Disk, Core.

Couple, Electric.—Any pair of substances, in contact or connected together, which can give rise to a difference of electric potential.

Couple, Thermo-electric.—Two metals which produce a difference of potential when heated at their junction.

Cylinder-metal.—See Metal, Cylinder.

D

Direct Spoke.—See Spoke, Direct.

Disk, Core.—One of the disks of soft iron from which the hollow cylinder

forming the core of a dynamo or motor-armature is built up.

Drawing Down.—The altering or diminishing of the cross-section of a forging by hammering.

E

Electric Couple.—See Couple, Electric.

Engine-pressure.—A term applied to the pressure which occurs in the combustion-head due to the expansion of the fired charge. It averages about 270 to 300 pounds per square inch.

F

Force, Electromotive, Counter.—An e. m. f. in the armature of a motor while running, produced by its tendency to act as a dynamo, and thereby opposing the flow of the current which is being supplied to the motor. An ordinary continuous current motor takes less current as its speed rises, since the counter e.m.f., increases with the speed.

G

Guayule.—A variety of rubber derived from *Parthenium argentatum* and *P. incanum*, two shrubs belonging to the order Compositae, growing on the slopes and at the foot of mountains, as well as on plains situated at an altitude of from 2,700 to 6,500 feet between the north of the States of Zacatecas and San Luis Potosi, the state of Durango, the states of Nuevo Leon and Chihuahua, as well as in Mexico, Arizona and Texas. The processes of extraction of the rubber differ from one exploiting company to another. Two German chemical processes are in common use, one of which is based on the application of alkali, and the other on the use of benzol and alcohol. The process mostly used, however, consists in the separation of the rubber from the shrub by boiling at a temperature of about 260° F. and adding caustic

soda or lime to the water. These substances are used against the resinous contents of the plant, which are extracted along with the rubber. The mechanical processes now employed have the advantage over the chemical in being more economical, but yield rubber of inferior quality. From an industrial point of view, guayule is a rubber possessing special properties. It is soft, and more or less sticky as the result of the presence of a considerable portion of resin, of slow vulcanization, the difficulty of preservation. It is important to know how to manipulate it, to purify it carefully, to convert it into thin sheets, and to employ it immediately after drying. Vulcanization necessitates the use of magnesia in the proportion of 5 per cent. It may be used for reclaiming rubber of various kinds, and advantageously enters into the electrical industries and into the manufacture of overshoes and of all classes of articles that do not require great elasticity.

I

Impedance, coil.—See Coil, Choking.
Iron, Slippery.—See Metal, Cylinder.

M

Metal, Cylinder.—Iron which, when polished, has a low coefficient of friction; for example, cast iron containing 2 or 3 per cent. of manganese, and called "slippery iron" because it is capable of acquiring a very smooth surface, suitable where there is much friction, as in the cylinders of engines.

Mirror, Road.—The accompanying figures show the details of a road mirror designed to permit the driver of a motor-car, on reaching a point, say A, of a road, X Y, (Fig. 1) having an abrupt bend at C, preventing vision in a straight line, to see the state of such road at the point B. Since an ordinary concave mirror placed at D would but imperfectly fulfill the object of the device, owing to the distortion of the images that it would cause, the inventor conceived the idea of placing at D a concave mirror

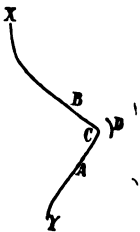
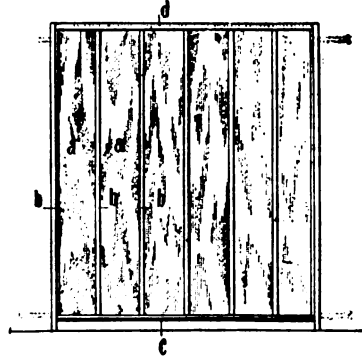


Fig. 1

formed of a number of plane strips of

silvered glass standing vertically and maintained in the curved shape shown in Figs. 2 and 3.

Against a piece of sheet iron, to which has previously been given the desired curvature, and which is to form the back



of the mirror, are fixed U or double-T irons, between which are slid, by the top, the strips of silvered glass, which rest at the bottom upon an iron base-piece, C, which completes the frames formed by the irons b. An iron rim, d,



is finally placed at the top of the frames in order to render more difficult the removal of the glasses, a, by meddlesome persons. The device above described may be mounted on one or more posts or set into a wall, and a wire netting may be placed in front, at e, in order to prevent the glass from being broken by stones thrown at it.

P

Pressure, Engine.—See Engine-pressure.

S

Shipper, Belt.—See Fork, Belt.

Spoke, Direct.—One which is radial to the axis of the wheel. See Spoke.

T

Thermo-electric Couple.—See Couple, Thermo-electric.

Thread, Buttress.—A screw thread of which the section is a right angled triangle, one face being at right angles to the barrel. Used in screws which are to resist a force which is always in one direction.

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News Notes

For the fifth consecutive year the George N. Pierce Company has decided to equip their entire output with Truffault-Hartford shock absorbers. As the makers of the highest grade American cars, the decision of the company to equip every Great Arrow in 1909 with the pioneer shock absorbing devices, not alone indicates the desire of the company to give the very best in equipment as well as in design and material, but is a strong recommendation for the shock absorbers made by the Hartford Suspension Company, which are now considered so essential a part of every high-grade automobile. E.V. Hartford, president, and Arthur G. Hoffman, the treasurer of the Hartford Suspension Company, call attention to the fact that besides the Pierce Company, there are now twenty concerns which supply Truffault-Hartford shock absorbers as regular equipment, so that motorists in buying cars are now enquiring whether purchases are thus equipped.

Work has begun at Market Street and Van Ness Avenue, San Francisco, on a new and costly four-story building for the White Company. The new White garage will not only be the most spacious automobile place on the Coast, but will also be the finest and most completely equipped of any in the West. On Van Ness Avenue the building will have a frontage of 275 feet, 200 feet on Market Street and 165 feet on Fell, and there will be an entrance on each of these thoroughfares. There will be 80,000 feet of floor space. A new garage system will be installed such as is used in the White garages throughout the East, by which every car that goes and comes is checked in and out and records are always open to the car owners. The offices and salesrooms will be on the second floor and a handsomely appointed parlor for ladies has been planned for.

A record to be proud of is that made by Morgan & Wright tires in the recent New York-Chicago motorcycle race. In that event 20 machines started; 9 of them were equipped with Morgan & Wright tires. Eleven individual riders finished with a perfect score; 6 of them rode the distance on Morgan and Wright tires.

Two of the riders covered the entire 1,200 miles without a puncture. Both of these machines were equipped with Morgan & Wright tires. One of them had gone through the F. A. M. endurance contest of 390 miles on the same set of tires—and without a mishap of any kind—before starting on the cross-country run.

The Fisk Rubber Co., of Kansas City, has broken ground for its new building at 1604 Grand Avenue, and expects to have the building ready for occupancy early in the fall.

Mention "Automobile Topics" when writing.



AJAX
WRAPPED TREAD
TIRES

What stronger proof could there be of Ajax Material and Workmanship?

Write for copy of guarantee stating what size tire you are using.
Address Dept. C.

AJAX-GRIEB RUBBER COMPANY

GENERAL OFFICES:

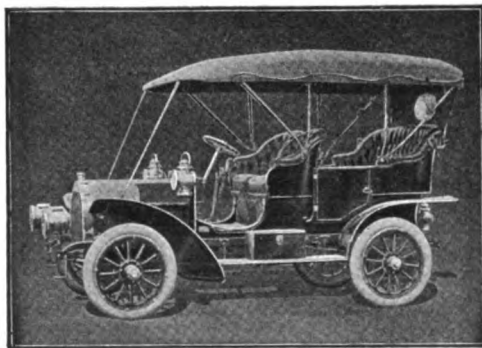
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Boston, 819-A Boylston St.	Seattle, 1102 Broadway
Chicago, 1818 Michigan Ave.	San Francisco, 440 Golden Gate Ave.
Detroit, 743 Woodward Ave.	Los Angeles, 1040 S. Main St.

Springfield Metal Body Co.

SPRINGFIELD, MASS.



**ALUMINUM LIMOUSINE
AND LANDAULET BODIES**

We are ready to contract for touring
and runabout bodies

DOW TUBES

(The Best Tubes Ever Manufactured)

MAKE A

PERFECT SCORE

IN THE
GLIDDEN TOUR

Saratoga, July 23, 1908

Dow Tire Company, 2,000 Broadway, New York

I have run through the entire Glidden Tour with my Stoddard-Dayton Car, No. 107, with practically no tire trouble, using Goodrich casings and Dow Non-Deflation Tubes.

The front wheels have the same casings and tubes with which I started, and I have not even had a pump to them since they were first inflated.

The right rear wheel has had two shoes, one having been worn to the fabric by sliding the wheels, through braking on water breakers, and the same Dow Tube is in the second shoe.

The left rear wheel had the casing terribly cut by a bottle and blew out. A new casing with Dow Tube was put in and is still running perfectly.

Signed,

G. P. MOORE.

All Live Dealers Sell DOW Non-Deflation Tubes

DOW TIRE COMPANY

2,000 BROADWAY, NEW YORK

889 Boylston St., Boston

506-S N. Broad St., Phila.



Drain or Gully

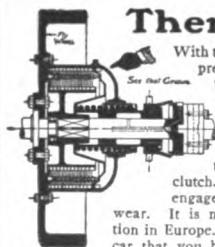
Whether or not you are warned by signal that you are approaching a drain or gully, be warned that **WEED CHAINS**

are necessary when you are negotiating in mud or sand, and on wet, slippery streets. *Write for Bulletin.*

WEED CHAIN TIRE GRIP CO.

32 Moore Street, New York

There is a Reason



With the same radius, frictional area and spring pressure, the **HELE-SHAW Clutch** is **three times** as powerful as any flat plate clutch made. **Therefore**, with the same radius and frictional area and **one-third** the spring pressure, the Hele-Shaw Clutch will transmit as much power as any flat plate clutch. **Hence**, it is more flexible, softer in engagement, less liable to heat, less subject to wear. It is no experiment—there are 12,000 in operation in Europe. Specify the Hele-Shaw Clutch for the car that you buy. It can be easily fitted. Your dealer will readily comply this year to make the sale. *Write for particulars.*

Merchant & Evans Company
Philadelphia - New York - Chicago - Baltimore - Kansas City - Denver

Articles of incorporation have been filed for The W. L. Hibbard Motor Car Co., Milwaukee. Capital stock, \$50,000. Incorporators: William L. Hibbard, William T. Bradley and James A. Wright. The company is building a garage in Milwaukee.

Included among the recent purchasers of Haynes cars are Dr. H. M. Biggs, of the Health Department of the City of New York, who purchased a 60 hp. car, and C. Van Baar, bandmaster of the Old Guard, who purchased his second Haynes.

The Spencerville Auto Transit Co. is a concern in process of incorporation in Ohio, and it expects to soon be running regular trips at least four times daily between Lima, Lafayette and Ada, O.

A. M. Archer has resigned as manager of the Hotchkiss Import Company of New York, and he is succeeded by J. W. De Lamater.

A Philadelphia Dow tube agency has been established with the Autolight and Motor Supply Company.

INCORPORATIONS

Passaic, N. J.—The Foxhall-Wilson Co., with \$5,000 capital. Incorporators: Thomas Foxhall, Clarence A. Wilson and George H. Dalrymple.

Grand Rapids, Mich.—Miller Auto Manufacturing Co., with \$2,000 capital. Incorporators: Joseph Renihan, William A. Bates, William F. Stadel, Charles E. Hessey, A. J. Miller, Harry W. Bissell and Michael Colleton.

Cleveland, O.—Cleveland Auto Cab Company, with \$150,000 capital. Incorporators: A. C. Miller, J. C. Brooks, A. T. Welch, M. C. Mulhall and George A. Howells.

Chicago, Ill.—Western Auto Sales Co., with \$2,500 capital. Incorporators: John B. Guile, Howard T. Heath and Morris Brown.

Warren, O.—Hitchcock Motor Co., with \$20,000 capital. Incorporators: J. A. Hitchcock, W. H. Creahen, H. E. Craig, L. M. Burton and S. E. Wavowaker.

Hempstead, L. I.—New York Auto Supply Company, with \$12,000 capital. Incorporators: Benjamin D. Underhill, George H. Sprague and George T. Sprague.

Brooklyn, N. Y.—Interborough Garage Company, with \$20,000 capital. Incorporators: John F. O'Donnell, Pierre W. Grace and Thornton J. Theall.

Mention "Automobile Topics" when writing.

Automobile Calendar

August 1.—British International Trophy Motor-boat Contest in Huntington Harbor, L. I.

August 1.—Race Meet at Wildwood, N. J., under direction of Wildwood Motor Club.

August 1-3.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

August 1-10.—Motor-Boat Week of Ostende, Ostende Yacht Club.

August 3-8.—Race Week of the Motor Boat Club of America, New York.

August 6.—Club Run of New Jersey Automobile and Motor Club.

August 15.—Race Meet at Barney Driving Park, Goshen, Ind.

August 9-16.—Motor-Boat Race from Paris to the Sea.

August 11.—American Power Boat Association's Cruise from New York to Thousand Islands.

August 12.—Ardennes Circuit Races and Coupe de Liedederke, Automobile Club of Belgium.

August 14.—Start of Point to Point Balloon Race from North Adams, Mass.

August 14.—Frontenac Yacht Club Power Boat Races.

August 22.—Detroit Motor Boat Club Long Distance Race.

August 14.—Third Annual Algonquin Hill Climb, under direction of the Chicago Motor Club.

August 20-22.—Power boat races at Alexandria Bay for the Gold Challenge Cup.

August 29-30.—Mont Ventoux Hill Climb.

September 1.—Atlantic Yacht Club's Ocean Race for cruising power boats.



Mosler Spit Fire
PLUGS
MAGNETO TYPE
and
MICA TYPE
Will stand more soot, oil and water
than any other plug
Energetic Ignition
Greater Power
A. R. MOSLER & Co., 163 W. 29th St., New York

A STRENGTH FOR EVERY STRAIN

Every inch and section of an automobile tire is subjected to severe strain and shock in every mile of travel. Every inch and section being of uniformly perfect strength, even the most severe service can develop no weakness in

PENNSYLVANIA CLINCHER TIRES

Our book, "Factory Facts," tells how we make good tires—how tires must be made to be as good as ours.

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

Buffalo, 717 Main St.; Detroit, 237 Jefferson Ave.; San Francisco, 512 Mission St.; New York, 1741 Broadway; Chicago, 1241 Michigan Ave.; Boston, 167 Oliver St.; Cleveland, 2134-6 East 9th St.

Rainier

1908 Model D, 50 H. P.

New Factory, SAGINAW, MICH.

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COMPLETE COURSE

Automobile Instruction

Invaluable to the owner or prospective owner of a motor car

Practical and to the Point

Send for prospectus to the

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Tarrytown, N. Y.

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Continental
Ready-Flated Tires

They reduce tire expense.

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"Keep Your Eye on Continentals."



**THE WATER WAY
BETWEEN
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The D. & B. Line Steamers leave Buffalo daily at 5:30 p. m., (eastern time) and Detroit week days at 5:40 p. m., Sundays at 4:00 p. m. (central time) reaching their destination the next morning. Direct connections with early morning trains. Lowest fares and superior service to all points west.

Rail Tickets Available on Steamers
All classes of tickets sold reading via Michigan Central, Wabash and Grand Trunk Railways between Buffalo and Detroit, in either direction will be accepted for transportation on D. & B. Line Steamers.
Send two cent stamp for illustrated pamphlet and Great Lakes Map.
Address L. G. Lewis, G. P. A., Detroit.

Detroit & Buffalo Steamboat Co.
PHILIP H. McMILLAN, A. A. SCHANTZ,
VICE PRESIDENT, GEN'L MANAGER.



**PERFECT IGNITION
·MORE POWER·
ABSOLUTE
INFALLIBILITY**

JEFFERY-DEWITT COMPANY
217c High St., Newark, N. J.

September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 4-5.—Reliability Trials of the Essex C. A. C. at Norwich, England, in connection with the R. A. C. provincial meeting.

September 5.—Provincial Meeting of the Royal Automobile Club at Norwich.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

Mention "Automobile Topics" when writing.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers' Association.

Every car of hundreds built by
THE ACME MOTOR CAR COMPANY
since its start, seven years ago, is still running in the hands of its purchaser. That is one reason why it is called
"THE ETERNAL ACME"
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ENNIS TIRES

Stand for quality, because constructed of the VERY BEST rubber and fabric.

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as in a high speed test

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serves in the same satisfactory way. There is a grade for every engine made, and so thoroughly and so carefully is it refined that if you use the grade made for your engine it will not clog, smut or gum

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Photo-engravings of every description in one or more colors

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Time and again they have proved their superiority over all other magnetos, and stand to-day as the highest type of ignition obtainable

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DIXON'S MOTOR GRAPHITE

Especially prepared flake graphite for motor lubrication. Increases H. P., saves wear, cuts mileage cost. Get booklet 11 G and sample.

Joseph Dixon Crucible Co., Jersey City, N. J.

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Republic Rubber Company
YOUNGSTOWN, OHIO

New York City, 232 W. 58th St.; Boston, 221 Pleasant St.; Philadelphia, 830 N. Broad St.; Chicago, 116 Lake St.; Detroit, 246 Jefferson Ave.; St. Louis, 3964 Olive St.; Pittsburgh, 136 Sixth St.; Seattle, 1419 Broadway; Denver, 1721 Stout St.; San Francisco, 119 Beale St.; Los Angeles, 1046 S. Main St.; Cincinnati, 8th and Walnut Sts.; Toledo, 2815 Monroe St.; Indianapolis, 208 S. Illinois St.; Cleveland, 1120 Euclid Ave.

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"The Simple Generator"



NONE "JUST AS GOOD"

We beg to notify Manufacturers, Jobbers and Dealers in Motor Cars, Motor Boats and Accessories, that we have in preparation a complete

60 PAGE CATALOGUE

Our line will show more and better Lamps than ever before. Prices will continue competitive, while burning qualities, finish, style and durability remain unexcelled. Wise buyers will not place orders until they have seen the Dietz improved Headlights and Searchlights, Dietz Popular "Handy" Generators, Dietz Electric Headlights, the Dietz varied assortment of Oil Lamps and our new Motor Boat Equipment.

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The best champagne that care, experience and money can produce

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The Diversity of Glidden Tour Tire Claims

Might easily be cited as proof that facts are flexible.
For instance, as between

Diamond

THE BEST CASINGS

TIRES

THE BEST TUBES

and other makes, in that little jaunt, the record of claims stands to date:

DIAMOND Tires Won

BECAUSE the tire cost per car on Diamond tires was \$16.88, and on other makes, \$64.94 per car. Perfect scores on Diamond tires, 9; on all other makes, 13. Blowouts on Diamond tires, 5; on other tires, 56.

X Tires Won

BECAUSE of some rather vague "glory" and so many cars here and so many cars there and a good deal of conversation but nothing very specific.

Y Tires Won

BECAUSE they ran the whole distance of 1669 7-10 miles with some perfect scores made on them and a regular "rip and tear Kid" generally.

Z Tires Won

BECAUSE the desperately bad roads and the fast company and a perfect score or two and—"Hot stuff, you bet!"

THEY ALL WON! WE DISPUTE NOTHING

Facts, if they are facts, are not flexible.

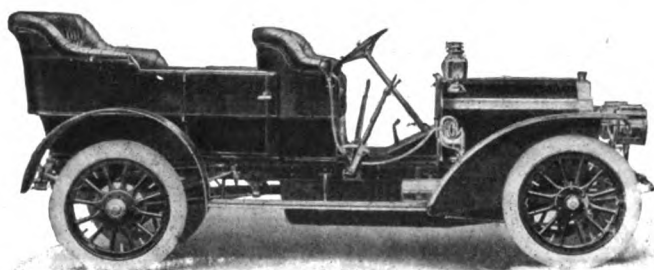
IT'S ALL IN THE POINT OF VIEW

From the cost standpoint, it was \$16.88 per car on Diamond tires, and \$64.94 per car on other makes. Blowouts on Diamond tires, 5; on other tires, 56. Detailed figures on request.

THE DIAMOND RUBBER CO., Akron, Ohio

Mention "Automobile Topics" when writing.

Garford



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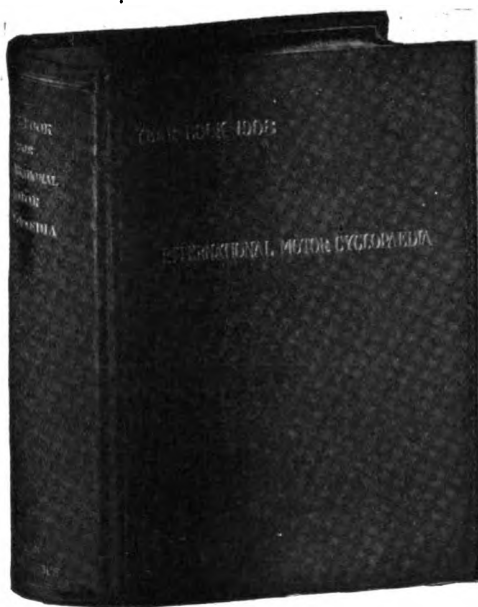
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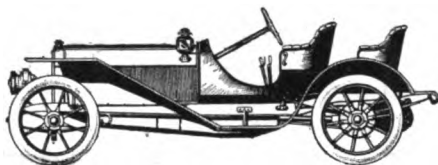


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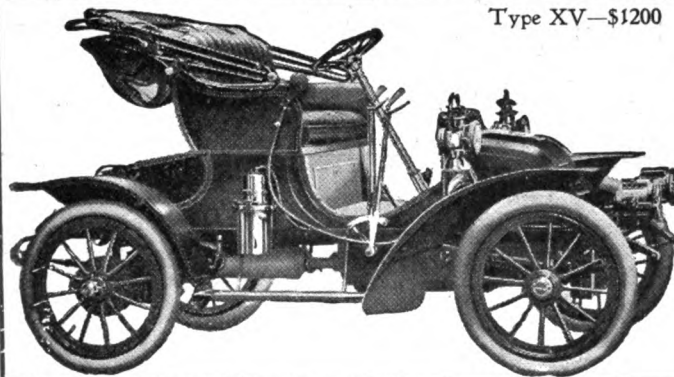
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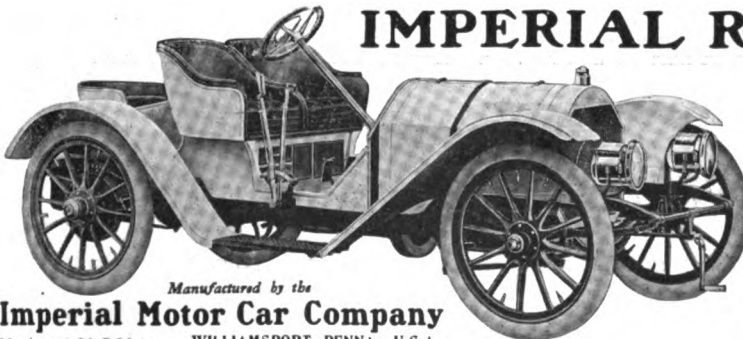
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Automobile Topics

Illustrated

Vol. XVI. No. 18.

NEW YORK, AUGUST 8, 1908.

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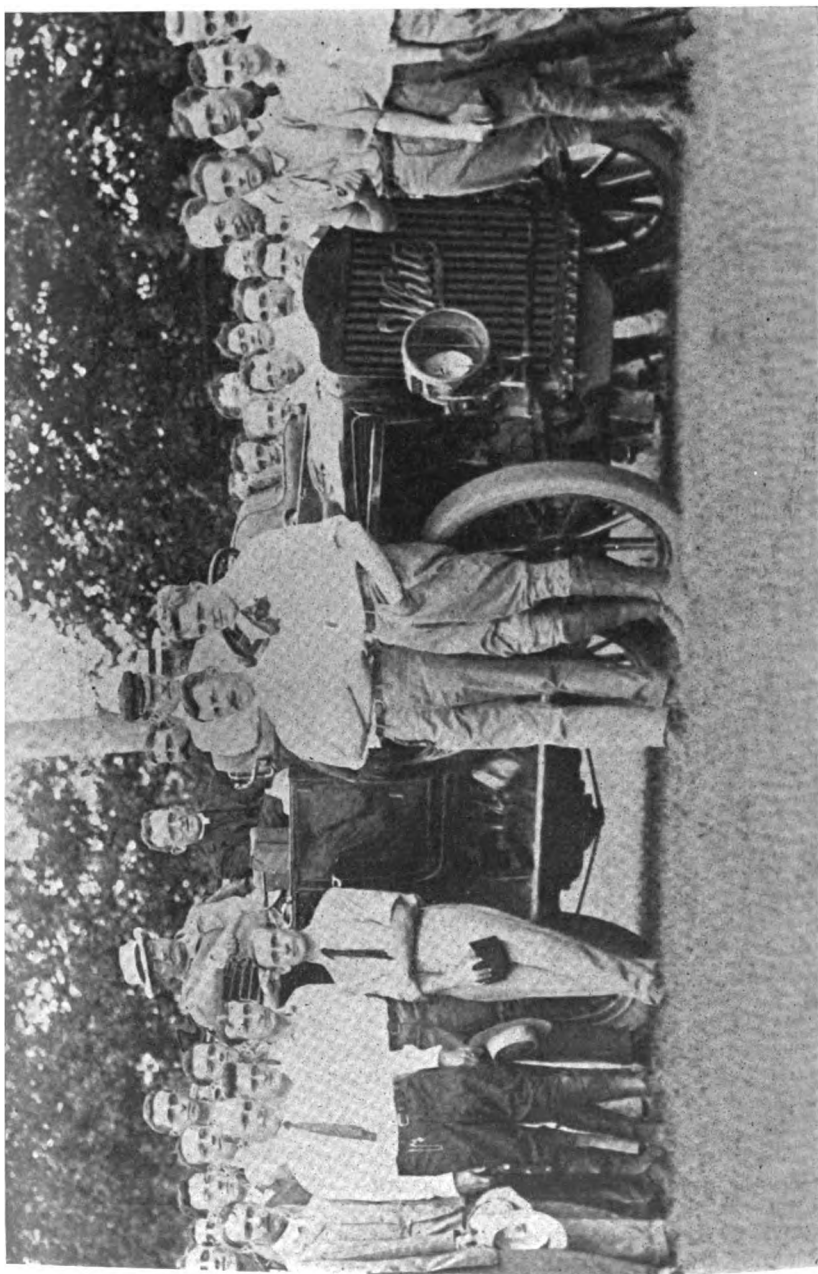
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NEW YORK, AUGUST 8, 1908.

No. 18.

T O P I C S

One can't help thinking that the New York Park Commissioners, who are conducting an active, not to say offensive, campaign against automobiles which emit smoke and obnoxious odors, are hypocritical persons who might be better engaged. We are perfectly willing to admit at the outset that the perfectly constructed and properly operated automobile—the automobile of the future—will be beyond criticism in these respects. Furthermore, there should be no reasonable objection to a movement designed to bring about an improvement in the respects complained of. Had the commissioners done this, and this only, they would not now be in the pickle in which they find themselves. But with the cocksureness begotten of total ignorance of the subject the commissioners rushed in and passed the following resolution: "No person shall be permitted to run a motor vehicle in the park or parkways of this city, under the jurisdiction of the Department of Parks, which emits from the exhaust or muffler thereof offensive quantities of smoke, gas or other disagreeable odors."

Passing by for the moment the clumsiness of the phraseology of the sentence ending "offensive quantities of smoke, gas or other disagreeable odors," which means, if it means anything, that smoke and gas are in themselves odors, it is worth while considering the practical effects of the passage of such an ordinance. It puts it up to the Park guards or policemen to determine when the emission from an exhaust is offensive. There is no prohibition of the emission of smoke, gas or other disagreeable odors; it is merely their emission in "offensive quantities" that is banned. It is not difficult to imagine what will result, what has resulted, when a policeman is called upon to decide which of hundreds of rapidly moving motor vehicles are barren by this ordinance. Even doing his best, the policeman would have to stop all vehicles having a visible exhaust. He could not trust to his nose

to distinguish the odor and decide whether it was one of the "other disagreeable odors" referred to.

The result can readily be imagined. There ensued this week the stoppage by wholesale of motor vehicles wishing to enter Central Park. They were held up and their drivers informed of the terrible crime with which they stood charged. Arguments and discussions inevitably followed and were usually ended by summary action on the part of the policeman. Some alleged violators he let escape through his fingers; others he kept out of the park, evincing a hard-heartedness almost beyond belief when appealed to to waive his objections. The park entrances were full of arguing policemen and motorists, and out of the harrangue came no definite arrangement. Each party remained of the same opinion at the end of the discussion and was more firmly convinced than ever that his opponent was utterly unreasonable. Arrests were made in some cases and the magistrate before whom the prisoners were brought were in quite a state of mind. They were not sure either of the guilt of the accused or of the constitutionality of the ordinance. Consequently most of them "side-stepped" and put it up to somebody else. To-day no motorist knows whether he will be allowed to enter Central Park, or once there, be permitted to reach his destination unmolested.

The airship possesses a fascination that the automobile never had. No one ever paid an admission fee to see an automobile make its first slow and devious journey.

How proud the law makers of the United States must be of the crazy-quilt they have produced in the shape of automobile statutes. On another page we give some statistics showing the vagaries of our legislators and the patchwork edifice which they have erected. It is worth studying, if only to emphasize the need of the Federal law which is being so strongly urged in many quarters.

The political pot is not boiling very violently. But then, the dog days are not conducive to political activity.

Now that we have the course and the permit for the Vanderbilt Cup race, that interesting and time-honored event seems to be much more of an actuality than it did previously. The resumption of the series is a matter for congratulation on the part of all concerned—which, of course, means the public also. Not the least of the good news connected with the event is the announcement that the course will be guarded by armed men. Let us hope that the guards will be provided with backbone also, and officered by real men.

Dixie II is a chip of the old block. It has worthily upheld the honor of its country, its designers, builders and owners.

The conquest of the air is at hand. Where hope and confidence was entertained previously, certainty is now felt. Hitches occur and various little finishing touches are still to be made before any of the various air-traveling machines can be considered thoroughly practical, but success is within reach—in plain sight. The exploits of Farman, now in our midst, of Zeppelin, upon whom the eyes of almost all Germany is centered, of the Wrights, of Baldwin, Bell and others, now fill the public prints and are talked of to some extent among the laymen. The conquesta-

doers of old were not more daring or adventurous than these conquerors of the air. They, too, brave the unknown and take their lives in their hands. But more than daring is necessary. The airship of the future, as well as of to-day, is a machine full of complexities, delicate in spite of its immensity and enormous weight, a perfect marvel of machinery peculiarly liable, in its present stage, to get out of order. We need only to look back to the automobile of a decade ago and see what a propensity it had for going wrong at the crucial moment to obtain an idea of the difficulties that beset the path of the aviators of to-day. But success is in sight, almost in their grasp. Soon the initial stage will be over and we shall begin the work of perfecting and standardizing.

London's death rate during the last week in July was lower than it had been in fifty years. Now comes a physician who, commenting on this fact, declares that this falling off of the death rate is due to the decrease in horse traffic, and especially to the increase in motor traffic. The fumes from motor cars and motor buses, according to this authority, are the finest possible disinfectant, clearing the air of germs and impurities. Partially burned carbonized matter is a splendid antiseptic, and the creosote vapors that come from the motor are in reality a health tonic and bracer. It is rarely possible to rid disinfectants of malodors, but that is no reflection on their efficiency as disinfectants. The odor of an automobile is not as pleasant as that wafted from Araby the blest, but it is mighty good as a germ killer. Being useful in other ways also, we can contrive to put up with it.

It was pretty hard lines to be held up, as was the crew of a confetti car in the run of a Pennsylvania club, for violating an ordinance against strewing paper along the streets. Technically they were guilty, of course, but the mitigating circumstances should have been taken into account.

George Straub, of Corydon, who has operated a horse-drawn stage line between Corydon and New Albany for many years does not propose that some one else shall rob him of his business with an automobile. Taking time by the forelock, he has started the organization of a company and is negotiating for the purchase of an automobile that will displace the old stage as soon as possible.

"The growing popularity of the motor car is adding to the health of the general public," says Dr. Gerhard A. Bading, Commissioner of Health of Milwaukee. "If we all had cars there would be no such thing as the horse-fly danger, that is so deadly to infants and has rolled up infant mortality."

Ezra Meeker, 78 years old, has reached his home in Seattle, Wash., after having covered the old Oregon trail to New York City with an ox team. "From now on," says Meeker, "I expect to devote my efforts toward obtaining a national highway over the old trail."

It seems somewhat of a coincidence that, just as London discovers that the odors emitted by automobiles are a factor in lowering the death rate, the New York Park Commissioners should have inaugurated a war against ill-smelling motor vehicles.

Permission for Vanderbilt Cup Race Granted

Permission to use the roads of Nassau County for both the Vanderbilt Cup race and the elimination trials which are expected to be required was granted this week by the Board of Supervisors. The grant of the application, which was made by the American Automobile Association and the Long Island Motor Parkway, Inc., jointly, was made subject to regulations which are to be drawn up by the counsel for the supervisors.

General Manager A. R. Pardington, of the Long Island Motor Parkway, who made the application, assured the county officials that 1,200 uniformed and armed men, in addition to the guards provided by the sheriff, would patrol the Nassau County highways over which the elimination trial and the automobile race for the Vanderbilt Cup would be held on October 10 and October 24 next.

C. G. Peters, whose home is on the Jericho turnpike, was the only person who appeared in opposition. He said: "I protest against using the roads for these speed contests on the ground that they are dangerous to residents of the county, and that they injure the roads, which are never repaired afterward."

Peters also said that Cedrino and Lancia, the Italian drivers, had told him after the Vanderbilt Cup race two years ago that they would never drive in Nassau County again, because of the danger from the crowds overflowing on the track; also that W. K. Vanderbilt, Jr., had told him that he would never have the contest for the cup on the county roads again. Mr. Peters said that if the supervisors did grant the permission they should make the bond large enough to cover all damages from injury to people and roads.

A. R. Pardington, vice-president and general manager of the L. I. Motor

Parkway, stated that the association was ready to give the county a bond of indemnity, but that Peters was wrong regarding Vanderbilt's intentions to not race again. Pardington has arranged to have 1,200 armed and uniformed troops on guard, besides a large force of deputies from Sheriff Foster, and flagmen at every crossing.

Peters again addressed the board and stated that the road in front of his house had been badly torn up by the cars in the last race and never repaired.

William Townsend, a retired farmer of Westbury, answered Mr. Peters by stating that the road in front of his house was not torn by the racers, but by water from the Wheatley Hills, which came down a poorly constructed road and tore up the Peters' road.

Charles Christman, representing the Central Park Citizens Association of Long Island, stated to the board that that body was willing and anxious that the race should be held and permission granted.

Supervisor Payntar said that he would cause a resolution to be adopted protecting the county from any liability and also have a committee appointed to see that all roads were thoroughly repaired before the bond of the automobile association was released.

The bond of the association was fixed at \$25,000.

The Zeppelin Airship is Destroyed

Count Zeppelin's airship was completely destroyed by fire on Wednesday, Aug. 5, just after his flight of 12 hours. The accident occurred near Echterdingen, during a thunderstorm. One of the gas bags is supposed to have burst and the escaping gas came in contact with the hot motor.

Another machine, the Zeppelin No. 5, is well under way.

Farman Whets the Public Appetite

As an initial performance, Henry Farman, the Anglo-French aeroplane inventor who arrived in this country from France a few days ago, made a couple of experimental flights at the Brighton Beach race track on Friday afternoon, July 31. The flights, which were more in the nature of a try-out of the machinery on its reassembling after

hand at the track to witness the airship trials, and, naturally, they were all very much disappointed. Nothing could be done but explain the situation to the crowd, and assure them their tickets would be good at any future exhibition.

Announcement had been made that the flights would begin at 4.30 o'clock in the afternoon. By 2 o'clock there were perhaps 2,000 persons in the grandstands and clustered about the enclosure where the machine is housed. At 4.30 the crowd had increased to nearly 10,000, and on all sides of the grounds housetops and fences were festooned with people.

No preparation had been made for a public flight on Sunday, and when Mr. and Mrs. Farman and several members of the Aero Club arrived at the track about 5 o'clock, they were somewhat surprised to see about 3,000 people waiting outside the gate. Many of them were at the track on Saturday, and when one of the officials told them there would positively be no Sunday flight, they proceeded to let it be known what they thought of airships and everything connected with them.

Meanwhile news of the disturbance had been carried to Farman, who was working on his machine in the tent. He realized the situation in an instant. "These people are right; I don't blame them," he said. "They paid their money to see me fly. Many of them are probably working people and cannot get here any other day except Saturday afternoon and Sunday. Tell Mac-Mechen I'll fly. Tell him to let them in. Hurry!" Two minutes later the crowd was streaming through the gates and racing toward the old betting ring, where the machine is housed. No tickets were taken, so it was a "free show."

The aeroplane was brought out from its shed, and a flight of 600 kards was.



HENRI FARMAN

its journey from Paris, proved very interesting to those who were fortunate enough to be present.

In the first ascension the flying machine was in the air for a distance of about 300 yards, and in the second for about 400. In neither, however, was it allowed to rise to a greater height than eight or ten feet from the ground.

Following Friday's performance, flights have been made daily except Saturday, when the wind was too strong to attempt any experiments. There was a large crowd of people on

accomplished at the rate of about 35 miles an hour. The crowd then told Farman that he was not a "fake," but the "real thing."

On Monday three very successful flights were accomplished. Each was straight ahead in the direction of across the field. On his first flight Farman covered the distance at a height of never more than six feet. The second flight was a little longer, and on the third he traversed the entire distance,

about 800 yards. This last time the machine was 20 feet above the ground.

Three flights were again made on Tuesday. The first was about two-thirds the distance across the field, while the second was from one end of the infield to the other, about 800 yards. The third flight was made for the benefit of the camera men. He soared up to an altitude of 25 or 30 feet in this latter trial, where he could be snapped more successfully.

Many New Members for A. A. A.

The executive committee of the A. A. A. met in New York Tuesday, Aug. 4 and transacted much routine business. The Oklahoma Automobile Association, with about 200 members, was admitted to membership, making the twenty-fifth state organization now affiliated with the Association, and there was also elected a long list of individual members.

Secretary Elliott reported that more than a score of new clubs had been elected to membership since the last meeting of the executive committee. They are as follows:

New York State Automobile Association.—Saratoga Springs Automobile Club, Automobile Club of Cortland, Automobile Club of Oneonta, Niagara Falls Automobile Club, Automobile

Club of Jamestown, Automobile Club of Glens Falls, Riverside Motor Club, Automobile Club of Batavia.

Pennsylvania.—Automobile Association of Munroe Cnty, Automobile Club of Franklin.

Massachusetts.—Lowell Automobile Club, Fall River Automobile Club, Automobile Club of Winchendon.

New Jersey.—Elkwood Park Automobile Association.

Connecticut.—Automobile Club of Rockville, Automobile Club of Willimantic.

Minnesota.—Automobile Club of Waseca, Brown County Automobile Club, Rice County Automobile Club, Anoka Automobile Club, Rochester Automobile Club, Austin Automobile Club, Kenyon Automobile Club.

Dixie II Goes Nearly 36 an Hour

Right on the heels of her victory of Monday, when she won the British International trophy, the Dixie II went after the mile record for boats of her class and got it hands down. She was sent over a measured course on Hempstead Harbor, Long Island Sound, which measures 1.10 nautical mile, four times, twice with the tide and twice against it, and her average speed, fig-

ured on the system in vogue in the navy, was at the rate of 36.04 statute miles in an hour. She averaged a nautical mile in 1m. 54.34s., which figures out 31.34 nautical miles an hour, or 35.70 statute miles.

The trials were made between 5 and 6 o'clock. A good fresh wind was blowing at the time and the tide was running to the east.

28-Mile Circuit for Vanderbilt Cup Race

A course measuring 28 miles around and composed of about two-thirds country road and one-third Parkway, the latter being a portion of the new Long Island Parkway, has been selected for the 1908 Vanderbilt Cup race, which will be run on October 24. The course is said to be very much faster than any previous Vanderbilt circuit. It passes through a country that is almost devoid of hills, and the roads outside of the Parkway are exceptionally good. The portion of the Parkway itself—about 11 miles—is now nearing completion and will be of cement, so that no obstacle to the attainment of the highest speed will be presented.

The American Automobile Association have given out the particulars of the course, the details of which will be found in the following pages:

It will be possible for the winning car to attain an average speed of fully 70 miles. There are no hills of any considerable per cent., and more than one half of the circuit is slightly down grade. The other half is practically a dead level, including 11 miles of specially laid cement highway, more than 20 feet wide at its narrowest point, banked and dished upon all turns with easy grades approaching railroad and public highway crossings. The rest of the circuit is made up of State and county roads, which are in the trim of condition, and over which the racing cars can travel equally as fast as they can over the cement parkway.

The northern boundary of the course is the well-known Jericho turnpike, beginning at the old Westbury road about three miles east of Krugs Corner and running ten miles east to the intersection of the Woodbury and Hicksville macadam road.

The western boundary of the course is composed of a portion of the old

Westbury road running south from the Jericho turnpike to the old county road, and along the old county road about an eighth of a mile to Whaleneck Avenue, thence south to the beginning of the Motor Parkway.

The southern boundary is composed entirely of the new cement parkway, beginning at Whaleneck Avenue and paralleling an abandoned branch of the Long Island Railroad known as the Hempstead branch, for a distance of nearly eleven miles to a small settlement called Bethpage.

The eastern boundary of the course begins at the termination of the cement parkway at Bethpage and runs north along Round Swamp road to its intersection with the Plainview road and along that thoroughfare to its intersection with the Woodbury and Hicksville macadam road, along which it continues to the Jericho turnpike, where there is a sharp left turn known as the "Flatiron." From this turn the course practically coasts westward on Jericho turnpike for ten miles back to the old Westbury road and thence south to the beginning of the parkway.

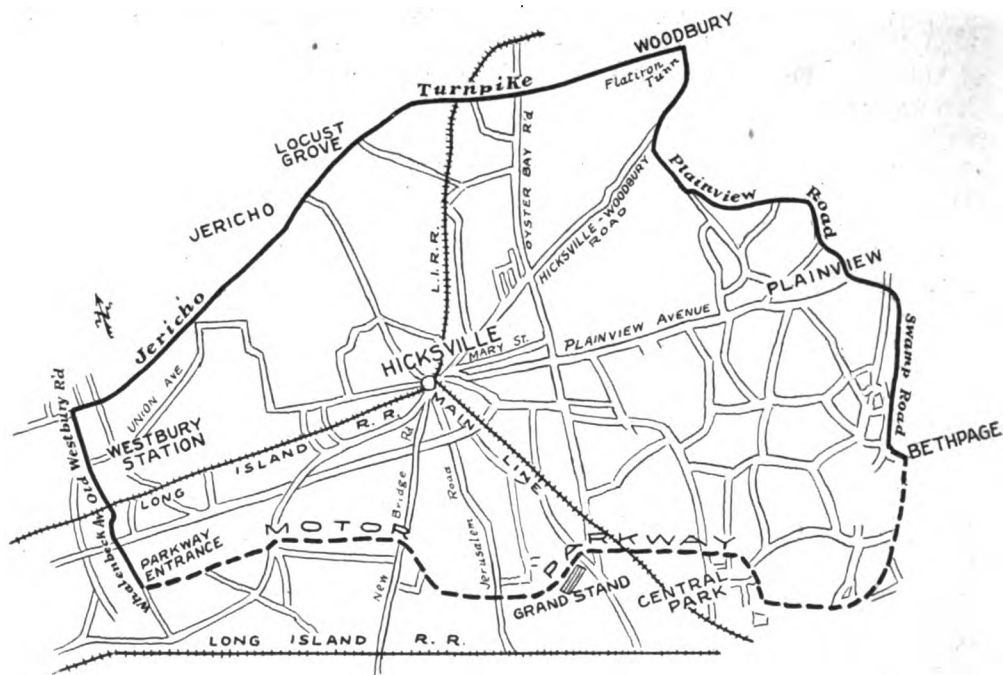
There are eight sharp turns on the State and county road portions of the course, but the parkway turns are all beautifully rounded and banked. The surface of the cement is as smooth as a city concreted street and the possibilities for high speed are quite enough to satisfy the ambition of the most daring racing drivers in the world.

It is proposed by the Motor Parkway Corporation to erect a mammoth steel grandstand on the south side of the cement roadway about four miles from its beginning. From this stand spectators will have a bird's-eye view to the east and west for the eleven miles so that it will be possible to see the cars as they attain their highest speed on the

beautiful "S" turns and as they pass over the graded viaducts crossing the railroad and intersecting public highways. In extent this grandstand view will be about ten times greater than at any previous Vanderbilt race.

The new course might aptly be termed "The Plateau Racing Drome." The first impression of the visitor is

After the course leaves the cement-way and comes back to the public highway at Bethpage there is what has been termed in the past Mannoto Hill, but it is such a slight affair it is hardly worthy the name. The foliage along Round Swamp and Plainview roads is quite thick, and if there is any dangerous part of the course it would be in this

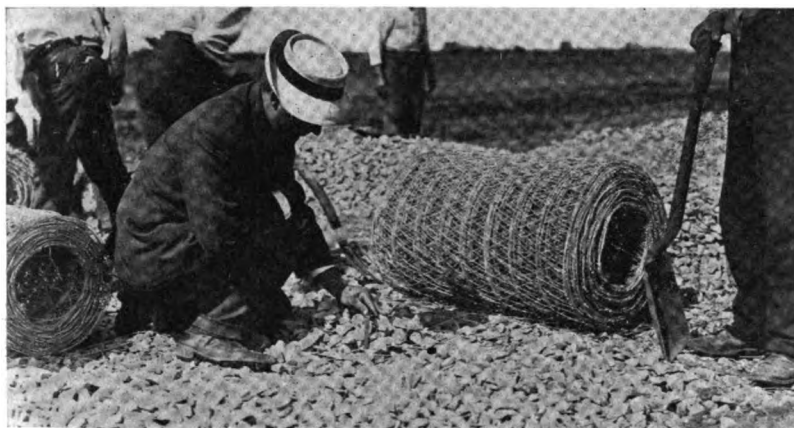


THE 1908 VANDERBILT CUP COURSE

that he would like to be up in a balloon a few hundred feet and see the entire circuit, and this would be quite possible because of the almost monotonous flatness of that section of Long Island. Beginning at the Jericho turnpike and the old Westbury road the course sweeps through the famous Hempstead plane country where there is not a vestige of shrubbery or any wood to mar the vision. All of the cementway passes through a country of the same character—nothing is in sight save the low meadow grass and an occasional "kind-faced cow" grazing upon the same.

section, where the turns are quite frequent and where the view ahead is generally of short range. For the most part the racing cars will be tearing through either a beating sun or rain, as the day may happen to afford. The only shade is along Jericho turnpike, where the trees are quite tall and in some parts extremely beautiful, sometimes overlapping the roadway.

Mr. A. R. Pardington, vice-president and general manager of the Motor Parkway Corporation, who has active charge of the building of the parkway, says the eleven miles which are to be



CONSTRUCTING THE CEMENT PARKWAY

used for this event will be completed in plenty of time for the American cars entered in the elimination race, October 10, to have a few days practice. There are several contractors engaged upon the work and their sections are so short it will be perfectly easy for them to finish in the time allotted. All of the

crushed stone and the cement necessary in the construction is upon the ground, together with the steel netting, which forms the foundation for the cement roadbed. The wire fencing which is to run along both edges has been contracted for. This fencing is about five feet and composed of ten parallel wires set



ON THE VANDERBILT COURSE—A SHARP TURN ON THE PLAINVIEW ROAD

close together and held in position by vertical wires about twelve inches apart.

There are within the eleven miles two or three cement bridges and one steel span to carry the parkway over intersecting highways and low places. The steel span is ninety feet in length and is located at a place known as Central Park, near the eastern end of the parkway.

Three toll lodges will be finished in time for the race. The first entrance lodge is located near the famous Mead-

cw Brook Hunt clubhouse—for many years the rendezvous of the elite hunting set of Long Island.

Complete arrangements have been made for guarding the entire course and little or no trouble is anticipated on this score, because no part of it passes through any settlement where a large crowd of spectators might gather. In fact the four sides of the course are much more isolated than has been the case in many previous Vanderbilt race.

Circuit of Bologna to Be Run Next Month

The two races organized by the Automobile Club of Bologna, one of them for the Florio Cup, reserved for large cars, and the other for the Targa Bologna, for cars of the "Targa Florio" type, that is to say, limited to a maximum bore of 130 mm. for four cylinders, will take place on the 6th and 7th of September.

Among the prizes offered, in addition to the Florio Cup, are the following: The King's Cup offered to the engineer who furnished the plans of the winning car; the Cup of Italy, offered to the manufacturer of the car that makes the best time in the first 300 kilometres of the race; the Salemi Cup, offered to the manufacturer whose team of three cars makes the best mean time; the Foreigners' Cup, offered by the Automobile Club of Milan, to the foreign car that comes in first; the Targa Florio, offered by the Automobile Club of Turin, to the Italian car that comes in first; and the Cup of the Automobile Club of Genoa, offered to the driver of the winning car.

The prizes in the second race will be: The Targa Bologna, to the winner of the race; second prize, a gold medal, by the minister of A. I. and C., to the sec-

ond car coming in; third prize, Cup of the Municipality of Bologna, to the third car; fourth prize, the Rava Sforzi Cup, to the fourth car; and fifth prize, the Marsaglia Cup, to the fifth car.

The circuit of Bologna, on which these different trophies will be competed for, measures 52,822 kilometres (32.25 miles), and passes through Borgo-Panigale, Castelfranco, Sant Agata and San Giovanni in Persiceto. It will be covered ten times, making a total of 528.22 kilometres (322.5 miles).

The competing cars must have the qualification of those of the Grand Prix, that is to say, be provided with a 4-cylinder motor of 155 mm. bore, or its equivalent in effective surface. These figures are maximum. The cars in running order, but without water, gasoline, tools, spare parts or pneumatic tires, will have to weigh at a minimum 2,420 pounds, in which will be included the oil of the motor and gear cases.

The colors of the cars are to be the same as those adopted for the Grand Prix.

The membership of the Rochester (N. Y.) Automobile Club has passed the 500 mark, the exact figures being 504.

Brighton Beach Track To Be Made a Motordrome

Plans are being laid to hold a race meet on the Brighton Beach track at Coney Island, N. Y., on Labor Day, and if it should prove successful it is proposed to convert this splendid and completely equipped horse-racing track into an up-to-date motordrome, patterned, to a considerable extent, after the famous Brooklands track in England. The Brighton Beach Racing Association is back of the scheme, and the chief reason for it is said to be the collapse of racing in New York State, due to the law passed by the Legislature making betting illegal.

It is reported on what is said to be excellent authority that the Brighton Beach Racing Association not only have had under consideration the conversion of their track from the exploitation of horse speed to that of motor speed, but have practically decided upon that step. The present status of horse racing in this State is assigned as one cause.

It is said that the officers of the Brighton Beach Racing Association are firm in the belief that the spot to which the splendid Brighton Beach track was

originally dedicated will be a dead letter for some years to come. They are equally firm in the belief that automobile racing, if conducted on a proper scale, may be made a paying transformation of their property.

Before finally deciding upon so important a step, however, the owners of the property have arranged for a big automobile meet at Brighton Beach on or before Labor Day next. This meet will probably include both a 24-hour contest and sprint races, and it is said that if the interest displayed meets with expectations contracts will be given for the immediate construction of an automobile track or motordrome.

Though the present track is only one mile in length it is said that the property will permit of a course of double that length. It is proposed to build it of cement, with banked curves, after the manner of the Brooklands track. Upon this new course it is proposed to conduct not only automobile sprint races and long distance contests, but also twenty-four hour races, six-day and endurance contests.

Gigantic Zeppelin Sails 12 Hours

Following his unsuccessful attempt of a 24-hour trip in the German dirigible balloon, Zeppelin IV, on July 14, Count Zeppelin again started out for a similar flight on Tuesday of this week, and again the Count and all German aerial enthusiasts were disappointed, for at the end of 12 hours the big balloon was brought down to the surface of the River Rhine, where some minor repair had to be affected.

The German government has agreed to buy Zeppelin IV provided it comes up to certain requirements, chief among which is its ability to remain in the air 24 hours.

Count Zeppelin's trip as planned was over a roughly triangular course about 400 miles in length. The base of the triangle extends from Friedrichshafen, on Lake Constance, across the cities of Schaffhausen and Basel to Mulhausen. The base of the triangle is thus about 100 miles in length, while the other legs of the course, extending from Mulhausen to Mayence and from Mayence back to Lake Constance, are slightly more than 150 miles each.

Leaving its moorings at Friedrichshafen, on Lake Constance, at 6.45 o'clock on Tuesday morning, the Zeppelin rose 400 feet and sped swiftly to

the west. At Basle it turned and, following the Rhine, bore steadily to the northeast along the route prescribed for the official test. Passing Mulhausen and Colmar, it reached Strasburg at 11.50 o'clock. Maunheim was passed at 2.40, and shortly after Mayence was reached, where a turn was made and the trip homeward began. Soon after leaving Mayence trouble with the mechanism developed, and when Oppenheim was reached about 6 p. m. the vessel had to descend. Thus the continuous 24-hour flight was unsuccessful.

The damage to the balloon proved slight, and repairs were made so that the flight homeward was resumed at 10.45 p. m.

This big dirigible is 435 feet in length and has a maximum diameter of 43 feet. It carries two large aluminum cars, containing the motors and steering apparatus, and is intended to have a carrying capacity of twenty-five passengers besides. Four pairs of gliding planes are attached in pairs to the aluminum casing of the gas bag; and between each pair are three horizontal rudder planes. Four other planes at the forward end assist in controlling the rising and descending of the ship.

There are six propellers driven by three engines, each of 140 hp. The ship is intended to have a speed of about 40 miles an hour, with a radius action of some 1,500 miles.

Good Showing by Baldwin Dirigible

Capt. Thomas S. Baldwin, the builder of the big dirigible balloon which is being tested at Fort Meyer, Va., by the Signal Corps of the army before its purchase by the United States Government, made a very satisfactory unofficial flight on Tuesday of this week. For about seven minutes the airship glided over the parade grounds at an elevation of from 150 to 200 feet and was manoeuvred up and down and turned abruptly with ease and accuracy.

Glen H. Curtis ran the engine which worked the nine-foot propeller at the front of the airship. No attempt was made to test the speed or the endurance of the engine. The flight was given over to testing the elevating and steering gear. After demonstrating that the airship could be perfectly controlled it was steered back to its starting point and landed without difficulty.

Horizontal planes for elevating and lowering the balloon were used by Capt. Baldwin for the first time. There planes are placed in front of the engine. They are employed as a result of the

War Department's prohibiting the sliding seat method of raising and lowering the balloon. After some slight changes in the planes and other apparatus the balloon will be given its official trial before the officers of the Signal Corps.

Among those who watched Tuesday's test were Major-Gen. J. Franklin Bell, Chief of Staff; Brig.-Gen. James Allen, Chief Signal Officer; Roy Knabenshue, the aeronaut, and F. Augustus Post, of New York, secretary of the Aero Club of America.

Smaller Tires for Front Wheels

The use of smaller tires in front than are used on driving wheels is not a freak idea of car makers, but a safety precaution. Men who have raced are a unit against big tires in front, inasmuch as a tire blowout on a front wheel renders safe steering impossible at speed, unless front tires are relatively small.

This is why 1909 Winton sixes will have 4-inch tires in front and 4½-inch tires behind.



British International Trophy Stays Here

The British International Trophy will stay in America for another year at least. This was made clear on Monday, August 3, when E. J. Schroeder's 200 hp. Dixie II came in first in a driving finish, beating the Duke of Westminster's 400 hp. Wolseley-Siddeley. The race was run over a 30-mile course on Huntington Bay, Long Island, N. Y., the Dixie II having a lead of 49 seconds at the finish. The ending was most sensational. The engineer of the winner collapsed a few minutes earlier, the intense heat of the engine being the cause; while the captain, after crossing the line and bringing his boat to a stop, fell senseless beside the other unconscious man.

Five boats came to the starting point, and all but one of them finished the race. The five were the Dixie II, the Wolseley-Siddeley, the U. S. A., the

Den and the Daimler II. They finished in this order:

	Elapsed Time	Avg. Knots	Avg. Miles
Yacht and Owner			
Dixie II, E. J. Schroeder	1 04 57	27.75	32.00
Wolseley-Siddeley, Duke of Westminster	1 05 46	27.35	31.05
U. S. A., J. Sheppard ..	1 15 11	23.09	27.65
Den, J. H. Hoadley ..	1 20 47	22.25	25.65
Daimler II, Lord Howard de Walden.			Disabled.

The Wolseley-Siddeley and the Daimler II, the challenging yachts, were ready at the starting time, as were the defenders, the Dixie II, the U. S. A. and the Den. Noel M. Robins was the Wolseley-Siddeley's helmsman and Arthur Stapleton and George Swinger her engineers. Dr. Alfred George Fentman was the helmsman of the Daimler II, and her engineers H. Weallams, A. Grice and T. Thornaloe. She has three

engines. The Dixie's helmsman and engineer have been given. Mr. Walter M. Beiling, of the Regatta Committee, volunteered to steer the U. S. A., and with him was John A. Sheppard, while the Den's helmsman was E. J. Sherman and her engineers C. A. Hincks.

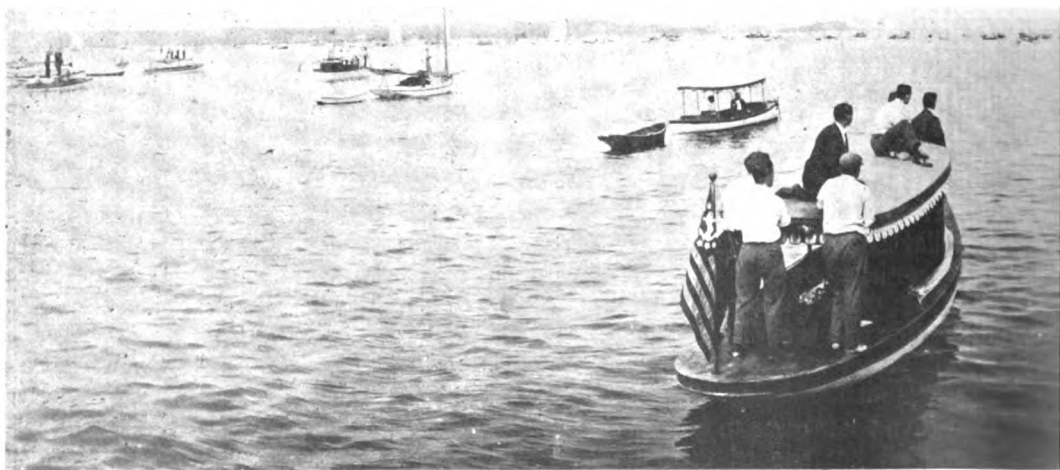
It was a perfect day for the race. There was a light northeast wind, but the water was smooth. The revenue cutters Mohawk and Manhattan kept the course clear. The start was off the terraces of the Chateau des Beaux Arts. The first leg was 3 13-16 miles N. by E. $\frac{1}{4}$ E; then a stretch of one-quarter mile around a mark boat and buoy, N. W. $\frac{1}{4}$ N.; the 1 $\frac{7}{8}$ miles west, $\frac{1}{2}$ south; another turn around mark boats, 5-16 of a mile, S. W. by S., and the final leg, 3 $\frac{5}{8}$ miles, S. by E. $\frac{3}{4}$ E. Ten miles around, being covered three times, made thirty miles.

The Dixie II was never headed in the race. Her engine worked beautifully and she made much less fuss in

the water than her formidable opponent, the Wolseley-Siddeley. The Daimler II is very fast, but after going eight miles her port engine went wrong and some of the pieces came near going through the bottom of the boat. She then withdrew, going to her moorings under her own power.

The Dixie started the ball rolling by making 800 revolutions and kept it up for a while. When Captain Pearce found that he was opening the gap on the Wolseley-Siddeley the revolutions were dropped to 750, and that was the average of the Dixie's engine throughout the race. Her maximum is 950 and it is said that she can hold it with ease, which means that the average speed of 27.75 nautical or 32 statute miles which she showed is well within her little racing play.

The victory of the Dixie II was unexpected except by those who were thoroughly familiar with the boat. Her designer, Clinton H. Crane, and the de-



HUNTINGDON BAY, WHERE THE RACE OCCURRED

signers and builders of her motors were confident that the trophy would remain in this country. The Dixie II is a few inches less than 40 feet long, displaces about 4,700 pounds and has motors that develop a little more than 200 hp, and in the race turned up 750 revolutions of her wheel.

She raced against the fastest boat of her size that has been built in Europe, the Wolseley-Siddeley, a boat 40 feet long, but driven by motors that developed 460 hp. and which can drive her wheel 1,100 revolutions a minute.

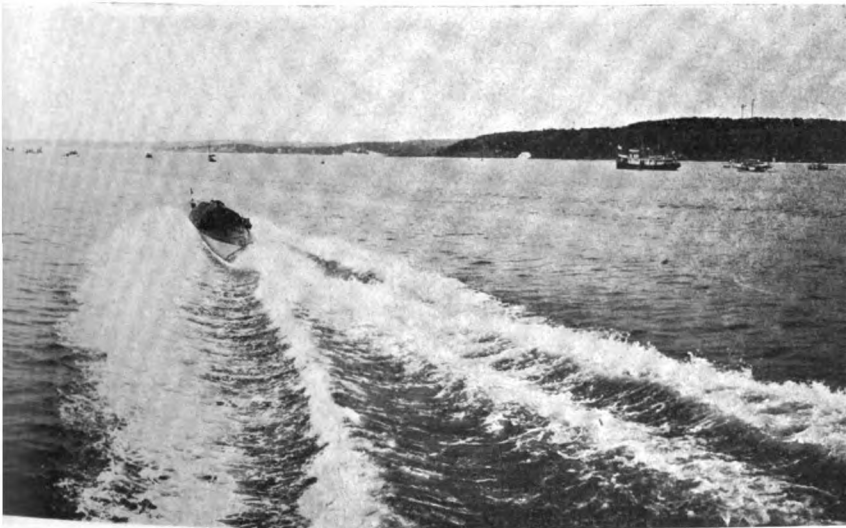
Ex-Commodore E. J. Schroeder brought the trophy here last year, winning with the Dixie I. He commissioned Clinton H. Crane, who designed the first Dixie, to get him out a new boat. H. M. Crane and Allen E. Whitman were to build the motors.

The hull was built by Frank Woods at City Island, and although all these experts worked hard they said little about their work and preferred that the

boat should speak for itself, and it has, and it is now the champion of the world. The boat when in racing trim with those on board who handle her weighs just 4,700 pounds. The hull is a beautiful piece of workmanship, built of single planked mahogany and in model she is one of the daintiest things afloat.

Her motor, which has eight cylinders, is a most delicate piece of mechanism and to make it perfect those interested have worked night and day. For many days before the hull was ready to receive this motor it was running in the shops of the builders and they did not let things go until the last minute before finding out if it would work satisfactorily.

The Wolseley-Siddeley has already shown a speed of over thirty knots, and won the Prix de Monte Carlo in the fifty kilometre race at Monaco in March this year; also the Pearl of the Mediterranean at Palermo in April.



THE ENGLISH CONTENDER, WOLSELEY-SIDDELEY, ON HER COURSE



ARRIVAL OF THE THOMAS CAR AT BERLIN

Thomas Car Wins New York-Paris Race

At 8 o'clock on the night of Thursday, July 30, the American Thomas car, in the New York-Paris race, stopped in front of the offices of *Le Matin*, in Paris, a winner of the much-heralded contest by 26 days. The Protos car reached Paris four days ahead of the Thomas, but the latter had an allowance of 30 days over the German car. The Thomas car was given 15 days for going over the original route to Alaska, and the Germans were penalized 15 days for shipping by rail from Idaho to Seattle, the handicap of the American representatives thus being 30 days.

The Thomas car left Liege early on the morning of July 30 and arrived at the Belgian frontier at 9.45. They had some difficulties with the customs officials and were delayed there for two hours. They were then allowed to pro-

ceed. The journey through France was uneventful until Meaux was reached, where an escorting party from Paris awaited them.

Crowds thronged the Paris streets in expectation of the arrival of the Americans, and they were cheered lustily from the moment they passed the city walls until the journey ended at the *Matin* office. The committee having the race in charge showered congratulations upon the occupants of the car, who consisted of George Scheuster, driver; George Miller, mechanic; Capt. Hans Hansen and George McAdam, of the *New York Times*.

The Thomas car made the run from New York to San Francisco in 42 days, and it took 70 days from Vladivostok to Paris. This 112 days was entirely by road, which totaled 12,000 miles, 3,836

of which was across the United States.

Very few of the multitude of persons who saw the six cars start from New York on Lincoln's Birthday ever expected any of them to reach Paris, and there were not many who were optimistic enough to think they would be able

car, found it impossible to negotiate the snow-covered roads of the Hudson Valley, and was put out of the race on the first day. The Thomas, Zust and De Dion took the lead at the start, while the Motobloc and Protos met with difficulties which caused them to fall behind.



BERLIN GREETS THE PROTOS

to cross the American continent. The severe weather encountered in crossing the United States delayed the cars so long that the original route through Alaska and Northern Siberia had to be abandoned. The course originally planned called for 25,000 miles of travel, while the course eventually followed across the Pacific and through Japan required 21,000 miles.

There were six cars representing four countries to leave New York in the long struggle. They were: Thomas, America; Protos, Germany; Zust, Italy, and DeDion, Motobloc and Sizaire Naudin, of France. The latter, a one-cylinder

The three leading cars kept together as far as Buffalo, when the Thomas in the hands of Montague Roberts forged to the front and led the Zust into Chicago by a day. The De Dion reached the Windy City a day behind the Italians, while the Protos and Motobloc followed in another three days. Although the struggles through the snow of New York were severe, they were not to be compared to the fight through the vile roads encountered in Indiana. On one night the Thomas struggled for 13 hours across a stretch of 8 miles, while all the cars fought their way through snow that was at times 12 feet deep.

The Thomas car held its lead of a day after leaving Chicago until it crossed Iowa, and then the Zust and De Dion were left away behind, Roberts driving into Omaha three days in the lead. The Italians strove hard to overtake the leaders, but from Omaha on the Thomas gradually increased its lead. In the meantime the De Dion experienced trouble with the Iowa mud, which caused it to lessen its speed. The Protos and Motobloc also had troubles which finally put the latter out of the running entirely at Omaha. The Protos went into the railway shops at Omaha, where it was repaired so that it was able to get into Idaho, whence it was shipped by train to Seattle. At Cheyenne, Wyo., Roberts gave up his seat as driver of the Thomas car to Mathewson, of Denver, who took it safely through to Ogden, Utah. Harold Brinker then drove the car through to San Francisco, where it arrived about eleven days ahead of its nearest competitor, the Zust. The Thomas was just too late to catch a boat for Alaska, and had to wait a week for another one.

In the meantime the Zust and De Dion were struggling through the last leg of their American journey, and they reached San Francisco a short time after the Thomas had sailed north. Waiting for another steamer, they also proceeded northward by boat a few days later, but on their arrival at Seattle they learned from Scheuster, head of the Thomas contingent, which was by that time in Alaska, that the route through the arctic region was entirely out of the question.

The race promoters then altered the route, and the Zust and De Dion were shipped to Yokohoma without awaiting the return of the Thomas. However, the Americans were given a time allowance of 15 days as a result of having made the Alaskan trip. The

Thomas and Protos cars sailed from Seattle on the same date, the latter shipping direct to Siberia, while the Thomas followed the route of the others and went to Yokohoma.

It was ordered that all the cars should start together from Vladivostock. On arrival here the De Dion was withdrawn and the Zust experienced trouble which put it out of the running. This left the Thomas and Protos to start together.

The first section of the road in Siberia was as strenuous as any encountered in America. Both cars found the roads almost impossible, and they were barely able to creep along. The Protos finally took to the roadbed of the Trans-Siberian Railway, and in that way gained a lead, which it held until Kainsk was reached, 1,200 miles beyond Irkutsk.

Here the Thomas actually caught and passed the German car. From this time across the European border the Thomas held the lead, though at one time the Germans came within an hour of catching them.

The Thomas opened up a big lead on the Protos between Kainsk and Mariencvka, but the American car broke a gear and remained for three days at the little village beyond Omsk before they could repair it. Daily they expected to see the Germans rush by, but the Protos, too, was delayed, and as word came that it had reached Omsk the Thomas was able to take the road again, just thirty miles ahead.

From there across the Siberian border, including the crossing of the Ural Mountains, the Americans experienced no further trouble. Then the elements interfered, and a four days' rain converted the road into a quagmire, in crossing which the Thomas stuck at Viatka and broke again the weakened gear. This meant a five days' delay, and another period of suspense watch-



THE PROTOS' ARRIVAL AT BERLIN

ing for their rivals to pass, but they set out at last, arriving at Kasan only to find the Germans had passed them by another route, and were once more thirty-six hours in advance.

Crippled as the car was, the Thomas made a game effort to overtake the Germans, but it was impossible and the

Protos led into Paris by a slight margin.

The Thomas car made the run from New York to San Francisco in 42 days, and it required two months and four days to make the run from Vladivostok, which eclipses the time made by the Itala car in the Pekin-Paris run last year.

Sizing Up the Cup Course

In company with General Manager A. R. Pardington, of the Long Island Motor Parkway, Frederick Skene, State Engineer and Surveyor of New York, drove over the State roads which are to be used in connection with the Parkway, and made some suggestions as to the oiling of the State roads. Mr. Pardington agreed to carry out the State Engineer's suggestions. At the same time he pointed out one or two bad places in the State roads and Mr. Skene said he would have them repaired at once so the oiling may begin early in September.

Joe Tracy, who made the fastest lap in the 1906 Vanderbilt Cup race, has consented, together with two other well-known racing drivers to make a speed test on the cement parkway within a few days. Mr. Tracy will drive the Locomobile which he drove in the 1906 Vanderbilt event. The purpose of this test is to satisfy the Motor Parkway engineers that their calculations on banking and dishing at curves and on the approaches to viaducts over intersecting highways are correct, not only in theory but actual practice as well.

Chicago Show Matters Are Settled

There will be only one show at Chicago next winter. This was settled at a meeting of the Executive Committee of the National Association of Automobile Manufacturers, held in New York on Wednesday, August 5, when a new plan of space allotment was agreed upon, whereby the "Licensed" and "Independent" members will be placed in one class and the members of the N. A. A. M. in another.

The Show Committee of the N. A. A. M. held a meeting, which was attended by Messrs. Briscoe, Smith, Owen, Bartholomew and Reeves, of the American Motor Car Manufacturers Association, and Mr. D. J. Post, representing the Motor and Accessory Manufacturers. Show arrangements and other details were discussed. In accordance with a resolution adopted at the July meeting, the Show Committee had prepared and had submitted to the committee of the American Motor Car Manufacturers Association a new method of allotment of space, which plan was formally declared acceptable by the Show Committee of the last named organization and was finally adopted. The details follow:

Allotment of Space.—Space will be divided into four classes as follows:

Class A. Twenty-four central spaces in the Coliseum, each containing approximately 300 square feet.

Class B. Thirteen wall spaces in the Coliseum, varying in size from 617 to 1,276 feet.

Class C. All spaces in Coliseum Annex and central space in the First Regiment Armory.

Class D. All other spaces.

Order of selection of positions will be determined by lot in the manner hereafter provided. If there are more applicants for space in any class than can be accommodated the Executive Com-

mittee of the National Association of Automobile Manufacturers, Inc., will classify the applicants, and in so doing will take into consideration whether the applicant is a member of the National Association of Automobile Manufacturers, Inc., who will be given first choice, or of the Association of Licensed Automobile Manufacturers, or the American Motor Car Manufacturers Association, who will be given second choice, and will be guided further by the number of models produced by the applicants, the number of earlier shows at which the applicants have exhibited and the size of the space occupied thereat.

The allotment of space will take place at the offices of the National Association of Automobile Manufacturers, Inc. Each applicant will be entitled to attend in person or by proxy and take part in a drawing for order of allotment, subject to the classification arranged by the Executive Committee.

After the drawing applicants may, in their turn, make selections of space. Should the Executive Committee place in any class applicants who are members of the National Association of Automobile Manufacturers, Inc., and other applicants who are not members the members of the National Association of Automobile Manufacturers, Inc., shall draw first; members of the American Motor Car Manufacturers Association and the Association of Licensed Automobile Manufacturers second and other applicants last.

Arrangements were also entered into under which the facilities of the transportation department of the National Association will be extended to all members of the American Motor Car Manufacturers Association, in consideration of an agreement on the part of that body to co-operate in the work.

ISOTTA FRASCHINI

1908 Achievements of Stock Cars:

1. OVER THE CIRCUIT PAVODA BOVOLENTA, April 5th—Trucco and Minola, driving Isotta regular stock 40 h. p. cars, finished first and second and established a world's record for 40 h. p. stock cars, averaging 76 and 75 miles per hour, and defeating all other Italian makes: Fiat, Bianchi, Züst, Rapid, Junior and S. P. A.
2. TARGA FLORIO RACE in Sicily, May; Trucco first, Giovani 5th, won the Florio Cup, using 40 h. p. stock car.
3. SAVANNAH. Lewis Strang, in the Briarcliff winner covered 342 miles in 6 hours 21 minutes and



BRIARCLIFF TROPHY

1908 Achievements of Stock Cars (Continued)

- 20 seconds, winning the race at the rate of 53.8 miles per hour.
4. THE BRIARCLIFF TROPHY. Won on April 24th, 22 entries; Isotta first, averaging 46.15 miles per hour.
5. BRIDGEPORT HILL CLIMB, first in free-for-all and first in stock car class.
6. JAMAICA SPEED TRIALS, June 5th, 50 h. p. stock car, first in kilometer, mile and two-mile trials.
7. ELKWOOD TRACK, LONG BRANCH, N. J., July 4—Poole won 100-mile endurance race for stock cars, in 1h. 30m. 26 4-5s.

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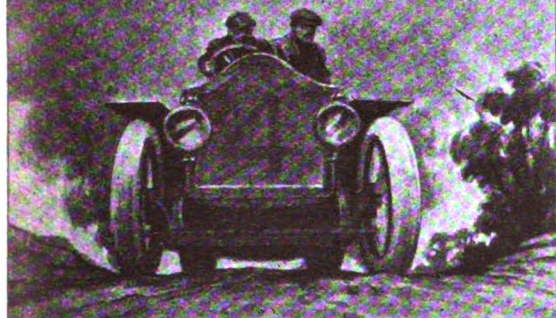
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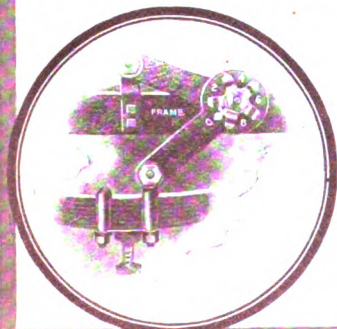
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Terry Scores State Automobile Laws

That the farmers are not hostile to automobilists and do not demand the passage of harsh and unjust laws, but that it is the politicians who are responsible for the latter, is the conclusion reached by Charles T. Terry, the chairman of the legislative committee of the American Automobile Association. No one is better qualified to speak on the subject than Mr. Terry, and he supports the views referred to by dissecting the automobile ordinances in effect in the various States and pointing out their inconsistencies and other vagaries.

"The condition of the motor vehicle laws throughout the United States is both intolerable and ridiculous," he says. "They are ridiculous because of inconsistent and contradictory provisions, and intolerable because of the fact that no two States have been able to agree upon a reasonable and sane law, which would regulate the automobile as it should be regulated and at the same time conserve the rights of pedestrians and users of horse-drawn vehicles.

"Without fair laws good roads are of no use to the automobilist. In thirty-one States we find registration of motor vehicles is required. In each State there is a different requirement and the fees range from 25 cents to \$25. In six States the local authorities may require registration in their particular localities. In ten States a license to operate is required, in addition to registration. In eight States the registration and license laws of the other States are entirely disregarded, and non-residents passing through are required to re-register their vehicles and pass an examination as to their competence to drive. In four States non-residents, exempt from the registration provisions of State laws, are not exempt from the registration

and license requirements enacted by local authorities. In seven States, non-residents are exempt for periods of time ranging from twenty-four hours to sixty days.

The most striking illustration of ridiculous and intolerable State enactments is to be found in the Eastern States. In matters of speed and rules of the road, the automobilist is not only harassed by the divergent and contradictory State laws, but in most States he is subject to restrictions imposed by local authorities. The speed limitations range from four to twenty miles an hour, changing according to locality, and the automobilists, without the slightest negligence or danger to other users of the highway, may violate the speed laws six or eight times in a run of sixty miles.

"There are only two States which at the present time have reasonable or sensible speed limitation provisions. They are Connecticut and Florida. On the whole our motor vehicle laws form a most striking demonstration of the extreme provincialism of our most important States. I have found, after thorough examination and after appearing before many meetings of farmers and residents of small places, that the cry of the State Legislature to the effect that the farmer is hostile to the automobile, and that he demands these radical provisions in the law, are without truth. The kick is not from the farmer, but rather the chief politician and demagogue, who is ever ready to make capital out of the nearest available material.

The salvation for the automobilist and also for the average citizen is the enactment of a Federal automobile registration bill, such as has been drafted and presented to Congress through the American Automobile Association.

New Racing Association Formed in New York

The Metropolitan Motor Association came into being last week, elected officers and planned to hold a race meet at Brighton Beach track on Labor Day. The meeting was held in New York and was attended by a number of local tradesmen interested in racing and similar contests. They have been planning this move for some time, and now that an organization has been effected a very active campaign will be conducted.

The following officers were elected: C. F. Wyckoff, president; E. R. Hollander, vice-president; Harry S. Houpt, treasurer; Walter C. Allen, secretary.

The objects of the association were stated to be:

1st. To support only such contests held in and within 75 miles of New York City which have for their object the simulation and growth of public interest in automobile events which shall benefit the sport and industry as a whole.

2nd. To eliminate from such contests inexperienced drivers and officials.

3rd. To regulate the number, length and conditions of contests and races.

4th. To safeguard the interests and safety of all contestants and the public by rigid supervision of courses over which contests are to be held.

"The statement recently made in some of the New York papers that this organization was to be formed to oppose the A. A. A. or A. C. A. is entirely erroneous and is denied by the president of the association.

"It is hoped that some amicable arrangement can be arrived at whereby all interests, including clubs, associations and contestants can get together on a proper basis, without friction."

Those who were present and who are the charter members are: F. E. Moskovics, Allen-Kingston Co.; H. A. Lozier, Lozier Motor Co.; Harry Houpt, Harry Houpt Co. (Thomas); Paul La Croix, Renault Co.; C. M. Hamilton, Isotta Import Co.; E. R. Hollander, Fiat Import Co.; C. A. Singer, Palmer & Singer (Simplex); C. F. Wyckoff, Wyckoff, Church & Partridge (Stearns).

One Car Runs 114,000 Miles

A mileage of 114,000 is one worth dwelling upon, even now when some astonishing records are being marked up. That number of miles is to the credit of a Renault car, in the hands of a Providence, R. I., owner, and it speaks volumes for that reliable car.

The matter was brought to the attention of the Renault Freres Selling Branch, New York, by the receipt last week of a letter from G. W. Rooks, the owner in question, who wrote:

"Will you kindly send us by return mail one exhaust valve for 1906 14-20 Renault. Will you also kindly advise me if it is possible to put in eight new valves without changing the timing of

my motor, which is a 1903 14-20 hp? My valves have been taken out and trued up and ground in, and my car skips badly. This is the first time it has given me trouble in 114,000 miles of running."

New Sintz Company Formed

The Guy L. Sintz Company has been organized at Marshall, Mich., with a capital of \$10,000, to manufacture gasoline engines and parts.

C. G. Tridgway, manager of the New York branch of the Peerless Company, sailed this week for his annual visit to Europe.

\$1,000,000 Jersey Meadows Road Project

There seems to be every reason to believe that the long talked-of and greatly needed road across the meadows from Jersey City to Newark, N. J., will shortly be constructed. Announcement was made last week that a road to cost \$1,000,000 will be built, and that the engineers who are working on the plans expect to have them completed in time to permit of the awarding of the contract early in the fall.

Essex and Hudson counties are the prime movers in the project, while the Public Service Corporation, which would run a trolley line over the new road as it does at present, will also help to bear the financial burden. That company, in return for the privilege of using the highway and a new bridge across the Passaic River, is to pay one-quarter of the cost of constructing the highway. Essex County will pay five-eighths of the remainder and Hudson County three-eighths.

The new highway is to follow the line of the Newark plank road, the original highway between Jersey City and Newark. At present it is a plank road for the greater part of the way, and for the last twenty years has been in such bad repair that it has only been used by trucks and trolley cars. Owners of automobiles desiring to reach Newark have been compelled to make a wide detour by other roads. The Newark turnpike crossing Harrison and Kearny being in equally bad condition, it has prevented many motorists from going to Jersey at all.

It is predicted that the opening of the new highway will result in the development of the Newark meadows as the greatest manufacturing site in the East, and that the revenue derived by taxation from this source will more than repay the two counties for building the highway. Motorists are evincing much interest in the proposed plans.

Wants Information About Traps

Police traps in Massachusetts are increasing at an alarming rate, and the motorists of that State have reached the conclusion that something must be done to check the pernicious activities. Consequently John P. Coghlin, chairman of the Trap Committee of the Massachusetts State Automobile Association, has sent out the following notice:

"The directors of the Massachusetts State Automobile Association have decided to take up the question of traps in Massachusetts. The directors feel that the traps fail to accomplish the purpose of eliminating reckless driving. The directors are satisfied that a very large percentage of its members drive carefully and in order to prevent careful drivers of automobiles from being annoyed by traps, a great many of which are operated for a pecuniary consideration, we have arranged

with a clipping bureau to furnish us information as to the location of traps.

"We wish you to co-operate with us and furnish us any information you may have with reference to traps. We shall furnish a list of these to all clubs and instruct them to post them in their clubrooms, and in addition to this will furnish each member of the Massachusetts State Automobile Association from time to time a list and location of traps in Massachusetts, together with any comments which we deem necessary.

'Bus Line for Copper Country

The Calumet-Laurium Motor Company has been organized at Calumet, Mich., to run a motor car service between Calumet and Red Jacket in the copper country. Two 20-passenger gasolene cars will be put on the route at once and more added as needed.

Chauffeurs to Play Politics

The Professional Chauffeurs Club of America is to take a hand in the political battle this fall and see if it cannot do something to bring about an amelioration of the laws applying to automobilists. As more than 20,000 chauffeurs are claimed to be registered in New York State alone, while the number in the United States is put at not very far from 100,000, it will be seen that a great deal can be accomplished if it is gone about in the right way.

The first step in this direction was taken last week when the Board of Governors of the club met in New York and voted that the organization take an active and energetic part in the coming campaign.

The attitude of the club in regard to politics was discussed very thoroughly, and it was the consensus of opinion that although the Professional Chauffeurs' Club of America was a non-political organization, nevertheless, it was incumbent upon it to become interested in politics sufficiently for the protection of highway rights belonging to both automobile drivers and the public.

The committee in charge of the campaign work consists of the president, Jacob M. Harrison, and the club counsel, Xenophon P. Huddy. The details of the work are entirely in their hands, and plans are now being made for vigorous action among all automobile drivers. In discussing the campaign plans Mr. Harrison and Mr. Huddy said:

"The automobile drivers are most loyal supporters of that which is right, just and fair. They are men who easily can be led by that which appeals to them as equitable, but, on the other hand, they constitute foes to be feared where injustice is done. If all the automobile drivers in this country will take an active part in the coming campaign their

votes will have a material effect on the election results. There are thousands upon thousands of them, and with the unusual facilities which they have for taking care of not only those of their own class for the purpose of voting, but of others, there is hardly any other collection of individuals that can do more to bring about the election of a President."

As a basis to work upon, the Board of Governors adopted an automobilists' political platform, which is subject to modification. This platform is as follows:

1. Fair laws and their just administration to all.
2. Abolish prosecution for technical violations of law.
3. Persecute and punish reckless automobile drivers.
4. Abolish vicious speed traps and persecute persecutors of the motorist.
5. Legislate against graft.
6. Protect the hotels, garages, automobilists and the people against the enactment of unwise and destructive legislation.
7. Place impartial judges on the bench and just executive officers in the position of public trust.
8. Remove biased judges and unscrupulous officers.
9. Work for good roads.
10. Compel a sane use of the highways.

Jos. Grossman in a New Field

It was announced last week that Jos. Grossman, for the past two years and a half treasurer and manager of the National Sales Corporation, has resigned from that position to go into business for himself. He will embark in the special advertising field, with headquarters in Cleveland.

Prior to assuming management of the National Sales Corporation, Mr. Grossman was connected with the Continental Caoutchouc Co.

PREVENTIVES AND REMEDIES

There can be no doubt as to the vigorous action of hydrochloric acid (in popular terms "spirits of salts") in dissolving the normally insolvent and troublesome lime deposits. No one need be frightened at handling this acid; it is not the most dangerous by any means, but it is desirable to be careful in using it and to keep it from coming in contact with wood, cloth or leather, and, of course, the fingers. A considerable quantity of the acid would be required, but it is quite inexpensive. The commercial variety, which is quite suitable, can be obtained for a small sum from any dealer in chemicals. There is no reason why the same supply should not be used quite a number of times, as its solvent power will not be reduced to any serious extent. This scale which forms in the circulation system has such a serious effect on the running of the engine, and is so difficult to remove by the soda treatment, if there is any quantity present, that there need be no hesitation in using the acid. There is no doubt that circulation troubles do sometimes arise from accumulations of grease in the system, and a strong alkali, such as soda, is equally as effective in dissolving it as the acid is for dissolving scale; therefore, to make a thorough job of cleaning the system both the alkali and acid process should be applied. The formation of rust in the cylinder jackets must also be kept in mind. In some cases rust and precipitated matter, if allowed to go on collecting in the lower part of the jackets, which it does in the form of mud, will in time seriously reduce the effective cooling area round the cylinders. The acid treatment will make short work of this rust-mud.

A useful addition to the tool-box of a car is a ball of twine, or at least a quantity of it, say fifteen to twenty yards. About an eighth of an inch is the best thickness, though a larger size should preferably be carried in addition. One or two uses to which twine can be put are given below. There are still some cars in use in which the high tension leads are not encased, and whose users frequently suffer from short circuits due to chafing and consequent destruction of the insulation. When signs of chafing appear, twine should be wrapped

closely around the part. It is cheaper to chafe out twine than to run down batteries. Twine will also be found useful in binding a steering wheel that shows a tendency to split; binding the rim with twine checks any tendencies in this direction, and forms a comfortable hand grip.

Always be sure that the hole in the filter cap of the gasoline tank is clear, otherwise a mysterious stop may be experienced owing to the gasoline not reaching the carburetter.

To tackle a valve replacement single-handed when you have not a valve-lifting device is not very easy until one knows how. There is, however, a simple way of doing it. Simply interpose a piece of packing (almost anything will do) between the valve cap and valve head; refix the valve cap and then the packing will prevent the valve rising. It is then comparatively easy to lift the spring and take out the cotter, etc.

It is wonderful the difference a good wash-out will make to an engine. This should be done about once every two months in the case of a car that is run a fair distance daily. The dirty oil should be drained off, and the crank chamber plugs replaced, then plenty of kerosene should be poured in the engine, which should be started up and run for one minute. The kerosene should then be drained off and fresh oil put in the base chamber.

Bolts are very often spoiled in driving them out from the parts in which they are located. If they do not start readily one is often tempted to use the hammer upon them, with the result that the ends of the threads are frequently burred over. A stick of hard wood, or still better, vulcanized fiber, used between the hammer and the bolt end will prevent damage of this kind. When neither is available the nut may in some cases be run out flush with the end of the bolt or even a little beyond it and a blow carefully placed upon it so as not to hurt the threads will probably start the bolt.

SOMEWHAT PERSONAL

Mr. and Mrs. W. F. Brown, of Grand Rapids, Mich., left their home last week for a 2,000-mile tour of Ohio, Pennsylvania, New York and possibly the New England States. While Atlantic City is the objective point, Mr. Brown's itinerary "is subject to change without notice." The party is traveling in Mr. Brown's four-cylinder Maxwell. The tourists went south to Toledo and then over to Columbus. The rest of the trip as tentatively planned includes Pittsburg, Washington, Philadelphia, Atlantic City and New York. Whether the northern trip through New England will be indulged in depends on the duration of the party's sojourn at Atlantic City. If the longer tour is given up the return will be made via Albany and Buffalo.

Mr. and Mrs. Thomas Cross and Mr. Chas. Robinson, of Chicago, are visiting in Detroit, having made the trip across country in their car.

Henry Adams and Ward Thorn, of Washington, D. C., have returned to Paris after an enjoyable tour of a month through France.

Miss Alice Potter of Elgin, Ill., accompanied by Miss Elizabeth Hunt, Miss Elizabeth Forest and Mrs. Dangerfield, arrived in New York last week, having driven all the way from Chicago in a 35 hp. Haynes car. After a short stay in New York they will return by the same route. This party of women left Chicago on July 17, and averaged from 100 to 150 miles a day on the trip. The worst roads were encountered from Buffalo to Albany. The longest day's run was from Ashtabula, O., to Buffalo, which is 150 miles.

The youngest licensed female driver in Massachusetts is said to be Miss Ruth Snell, of Brockton. She is only 16 years old, but is quite an expert in handling an automobile and can be seen most any day driving her car in and around Brockton. When Miss Snell applied for a license one of the Massachusetts State inspectors rode with her while she piloted the car through the heart of the business district crowded with trolley cars and vehicles of all de-

scriptions. So well did she manage the car that the inspector complimented her highly.

C. W. Ayres and family, of Jamestown, Cal., accompanied by Captain and Mrs. W. C. Tyrrell, have just arrived in San Francisco after a most enjoyable trip to Yosemite Valley. Captain Tyrrell is well known as the Texas Oil King. The party went by way of Crockers in Mr. Ayres 60 hp. Thomas. From there they took stage and spent about six days in the Valley, returning by way of Chinese to Jamestown. Mr. Ayres reports the roads to Crockers in very good condition. After a day's rest at the Amega Mine, owned by Mr. Ayres, the party toured to San Francisco. They will leave for Santa Cruz, and from there expect to drive to Santa Barbara.

S. O. Johnson, who started this week from San Francisco on one of the hardest tours that can be imagined for an automobile, has had his Thomas Sixty equipped with extra gasoline and oil tanks that will carry him 500 miles on a filling. Mr. Johnson has extensive interests in Northern California, Washington and Oregon, and will be called upon to penetrate forests, climb mountains and ford streams for weeks, where the honk of an automobile has never before been heard. "The trip," said Mr. Johnson, "will be particularly trying, as we will be in a country where mechanical aid will be out of the question, but with a road experience of 60,000 miles in the same make of car, I have no fears."

Mr. and Mrs. D. M. Peck, their son and Mrs. Lee S. Warner, all of Crawfordsville, Ind., are making an automobile trip from that city to Bristol, Vt., traveling by way of Cleveland, Buffalo and New York City. They expect to make the round trip in about two weeks.

An automobile run from Philadelphia to Indianapolis was made recently by C. J. Barton, Howard Gay and Gilbert Van Camp, of the latter city, in a Winton Sixteen-Six. The distance of 1,280 miles was run in six days.

SOCIETY

Society folks in the White Mountains, and particularly at Bretton Woods, N. H., are looking forward with a great deal of interest to a series of balloon contests which it is expected will be held in that region soon. Anderson & Price, proprietors of the Mount Washington, have offered a cup valued at \$150, to be given to the aeronaut landing nearest the Mount Washington, the start of the flight to be at North Adams, Mass. In all probability Charles J. Glidden will be the first to essay the trip. A party of young society men of New York motoring through the mountains stopped over for a few days last week at the Profile House. Included in the party were E. W. Peaslee, Gibson Fahnestock, Jr.; Frederic J. Dennis, W. E. Dennis, Jr., and Warren E. Dennis. Among the many motor parties arriving last week at the Profile House are the following: Mr. and Mrs. J. Allen Townsend and the Misses Viola, Arline and Marion Townsend, of New York; Mr. and Mrs. Frederick B. Pratt, of Brooklyn, and the Misses Averell, of Rochester, N. Y.; Mr. and Mrs. Clarence De Witt, of New York, with Mr. and Mrs. H. H. Oltmer, who are spending some days there, and Mr. and Mrs. R. L. Agassiz, of Hamilton, Mass., accompanied by Miss Mitchell, of St. Louis.

An automobile tour through Switzerland is generally included in the itinerary of American society people who visit Europe. Among the better known Americans who have lately been seen at Lucerne are Mr. and Mrs. W. K. Vanderbilt, Jr., accompanied by Mrs. Belmont, Miss Greer and Mrs. Henry Lehr. They had with them two automobiles, in one of which Mrs. Vanderbilt left after a short stop for Aix les Bains. Mr. Vanderbilt followed in his racing car, which he drives himself. Usually Mrs. Vanderbilt accompanies her husband, but she went ahead on this occasion, as the racer was detained at Lucerne 24 hours in order to repair a broken spring. Mrs. Belmont, Miss Greer and Mrs. Lehr remained in Switzerland, going to Zurich. The American Ambassador to Italy and Mrs. Griscom, who passed some time in the Italian lakes district at Villa d'Este, have gone on to St. Moritz by way of the

beautiful Maloja Pass, driving thither and coming from Germany on their car. The American Minister at Vienna and Mrs. Francis motored from Austria to Lucerne, and continued the journey to the Burgenstock, where they will pass the summer. Senator Chauncey Depew, who is now in Europe, will visit Switzerland some time this month.

In fashionable Lenox and Stockbridge the gay months are usually September and October, but this year August will no doubt be included in the active months. Numerous dinners and luncheon parties are already being given. Included among those giving dinners last week were Mrs. John E. Parsons at Stonover, Mrs. George W. Folsom at Sunnyridge, Mrs. John E. Alexandre at Spring Lawn, Mrs. Robb de Peyster Tytus at Ashintully Farm, Mrs. Charles Carroll Jackson at Wynstay, Miss Anna B. Shaw at the Homestead and Mrs. Richard C. Dixey at Tanglewood. Plans are under way already for the Berkshire Hunt festivities this fall. There will be seven or eight hunt breakfasts, with a farmers' breakfast and gymkhana games at Bellefontaine, the estate of Mr. Giraud Foster, while the hunt ball at the Curtis Hotel on September 11 will be the large dance of the early autumn.

As usual at this time of year the Thousand Islands resorts are crowded, and outdoor life has charms for all. The annual motorboat races, however, are the center of attraction. Great interest is manifested over the coming appearance of a new boat built for A. R. Peacock, designed for the Gold Challenge Cup races at Chippewa Bay next month. The boat has been equipped with a 250 hp. engine and is expected to develop 32 miles an hour. It will represent one of the two Alexandria Bay yacht clubs in the coming contests. Alexandria Bay is particularly lively at present. Many dinners are being held at the Casino and at the yacht clubhouse. A favorite way of spending a hot afternoon is to take a cruise about the river and then dine at either of the places. New Yorkers at the Thousand Island House are Mr. and Mrs. F. Peper, Josephine Dunkirk, Charles Wolf, C. A. Hungerford, Mrs. H. Bahr, Miss C. Bahr, J. W. Dutt, J. Bonner, Karl Kallman, V. B. Baer, Lawrence Frank, William Charnley, and Mr. and Mrs. G. F. Gannett.

C L U B S

Recognizing the grave dangers arising from automobiles being taken out without the knowledge of their owners Secretary H. C. Harbeck, of the Quaker City Motor Club has suggested a plan to garage managers and owners for the tracing of all trips made by their automobiles. The idea is that owners of motor cars in all instances when loaning their machines, either to their chauffeurs or others, shall issue an "owner's permit," to contain the name of the car and state full particulars in regard to starting point and destination, also giving correct date and time of start and time of arrival at end of journey, also registering the full name and address of all occupants of the car. Garage managers should insist that these "owner's permits" be recorded in their offices when cars are taken out by others than the owners. The proper authorities, when stopping a motor car, either for reckless or illegal driving or riotous conduct, could demand from the driver this "owner's permit," taking a record of it for future reference should anything serious happen. Owners of motor cars would be notified when chauffeurs or others are driving without an "owner's permit."

The Hamburg (Pa.) Automobile Club has been organized with about 20 charter members. Temporary officers have been elected as follows: W. E. Schmick, president; M. L. Buchman, vice-president; F. Y. Bowman, secretary, and M. E. Seidel, treasurer. Charles D. Burkey, Dr. R. N. Hengst and W. E. Printzman comprise a committee who will draft the by-laws for the club's government.

The Rhode Island Automobile Club has issued a small card bearing several important items of value to drivers. On one side is a table of speed rates, easily read for quarter miles. This table gives the time it takes a car to travel certain distances, when going at certain rates.

Application blanks for operators' licenses in Massachusetts are kept on file at the office of the Rhode Island Automobile Club, and it is planned in the near future to have a member of the Bay State Highway Commission visit the club to examine

the applicants. Secretary Barber is making the necessary arrangements for this visit.

Following the lead taken by the Springfield (Mass.) Automobile Club last year, when a convention was held in that city for the discussion of improved highways and better laws, the Associated Automobile Clubs of New Jersey, the State organization of local clubs, will hold a gathering in Atlantic City some time in September. All the motoring organizations in the State will be asked to send delegates to the convention, and the promoters will seek the co-operation of the officers of the State Grange and ask them to appoint delegates. Gov. Fort, who is an enthusiastic advocate of good roads, is reported to be in favor of the convention, and the motorists will make every effort to induce him to be present on one of the days of the gathering. All the highway officials in the State will be invited to attend. The officials of the Associated Clubs are planning to aid in the formation of automobile clubs in cities where there are no active motoring organizations and have the new clubs send delegates to the convention. While improved highways and their construction and maintenance will be the principal subjects to be discussed, the question of motor vehicle legislation in New Jersey will be thoroughly considered.

A movement has been started by the Cleveland Automobile Club with a view to securing the 1909 national good roads convention for their city. They declare their city is particularly well adapted for holding conventions during the summer, as it is comparatively cool, owing to its location on the shores of Lake Erie.

The Dodge City (Kan.) Motor Club has been organized, the following officers being elected: President, Frank G. Barkley; vice-president, C. D. Beeth; secretary, Clifford Markley; treasurer, W. V. Brown.

The Barcelona Royal Automobile Club has united with the Royal Automobile Club of Madrid, with a view to bringing pressure to bear on the Spanish government in order to secure an improvement in the roads of Spain. Their idea is to foster automobile touring in the country.

How the Current is Supplied

The soft, diffused rays of the little electroliers and candelabras so often seen on the dining tables of New York's well-known hostelrys are one of the added delights of a good dinner, rare wine, and a fair lady.

There is something romantic, something possessing almost a fairy charm, in the semi-darkness lighted here and there by sparks of dainty color. The snowy linen, sparkling glass and silver, the pretty face of your vis-a-vis are so much more delightful to look upon when reflecting these fairy rays. The garish, bright light of a huge suspended chandelier is not half so conducive to the real enjoyment of a meal.

The average New Yorker appreciates these lights which add so much to his comfort, and like all Gothamites he takes everything for granted, and seldom thinks or wonders why and how these lights have their existence. He sees a table moved perhaps,

and does not stop to consider how it is possible to move a table without disconnecting the wiring of its electric lamp or candelabra. The solution of the problem is simple. These table lights are supplied with current from storage batteries placed beneath each table, and have no direct connection with the general wiring of the hotel or restaurant.

For purposes of decoration and actual utility, there is no available substitute for storage batteries. They are clean, portable and of little expense, and the illumination produced by current generated in these batteries is reliable, certain and possessed of a subtle charm when presented in the proper form.

Many of the prominent hotels and restaurants of New York and other large cities use storage batteries for supplying illuminating power for their table lights.

Highway Improvement in Toledo

Several good roads projects are being supported by the members of the Toledo (O) Automobile Club, which for some little time has been particularly active. The club recently appropriated a sum of money with which to pay for sprinkling a one-mile section of the Maumee belt road with crude oil. If the experiment proves successful it is likely that the sprinkling will be continued over the road to Maumee and Perrysburg, at an estimated cost of \$1,500. The club officials had all of the ruts and bad places fixed before the road was sprinkled. The organization is making preparations to erect a number of direction and danger signs on the roads in the vicinity of the northern Ohio city.

Col. W. C. Hayes is pushing a project

for the improvement of the old Harrison military trail from Columbus to the shores of Lake Erie, the plan being to construct a fine modern highway along the route. He advocates that the income from the sale of the State automobile licenses should be utilized in the maintenance of good roads and that its first use should be in perpetuation of this historic trail. He estimates that the funds so received would more than equip the road.

The State has purchased more than 500 acres of land on the lake west of Port Clinton, at the end of the Harrison trail, for a rifle range and with the appropriation of the Federal Government more than half a million dollars will soon be expended in improving the site. The Hayes plan is to construct a road



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from the capital over the trail to the point on the lake made historic by Gen. Harrison in 1813. The road would pass through the county seat towns of Delaware, Marion, Upper Sandusky, Tiffin,

Fremont and Port Clinton. The plan is meeting with the approval of the State authorities and the good roads societies, and it seems probable that work will soon be in progress.

Still Figuring on the Grand Prix Defeat

One of the reasons put forth to account for the overwhelming defeat of French cars in the Grand Prix is the disastrous results that followed the use of a new type of detachable rim. The matter is described at length by an English paper, *The Motor Car*, which says:

"In previous races the rim was fixed to the wheel by a number of bolts, which make it sufficiently secure, but had the drawback of taking up an appreciable time in maintaining these bolts. To gain time, Michelin introduced a detachable rim, which was removed and fixed by about twenty-four turns of a brace. When the rim is put on the wheel it is drawn together by a left and right-hand threaded screw, which is turned by a brace through the medium of a helicoidal movement. It is said that this device was fitted to the cars before it was thoroughly tried under racing conditions, and that its deficiencies were only revealed during the Grand Prix. Under the enormous tangential effort to which the tires were subjected, the rims had a tendency to creep, and the attachment became so bent and strained that the rim in many cases could only be got off with a hammer and chisel. This system also necessitated a somewhat shallow fixed rim, which did not offer enough resistance to the lateral strains when tearing round corners, and the flying off of the detachable rim was the cause of accidents, and put many good cars out of the race because the wheel rims were too far gone to allow of the detachable rims being properly held on.

"On the face of it, there would seem to be very little in this explanation, seeing that the victorious German cars employed exactly the same system of detachable rim and tire. The Germans, however, appear to have taken the precaution to inflate their tires as much as possible, whereby there was no creeping of the detachable rim. The French argue that as the circuit was in a very bad state, with the surface covered with loose stones, it would be impossible for the tires to hold on the ground unless they were sufficiently soft, and thus they were inflated to a far less extent than the Germans. The result was a creeping of the rim under the tremendous tangential effort of racing, and a deformation of the shallow fixed rim at the turnings when the detachable rim flew off.

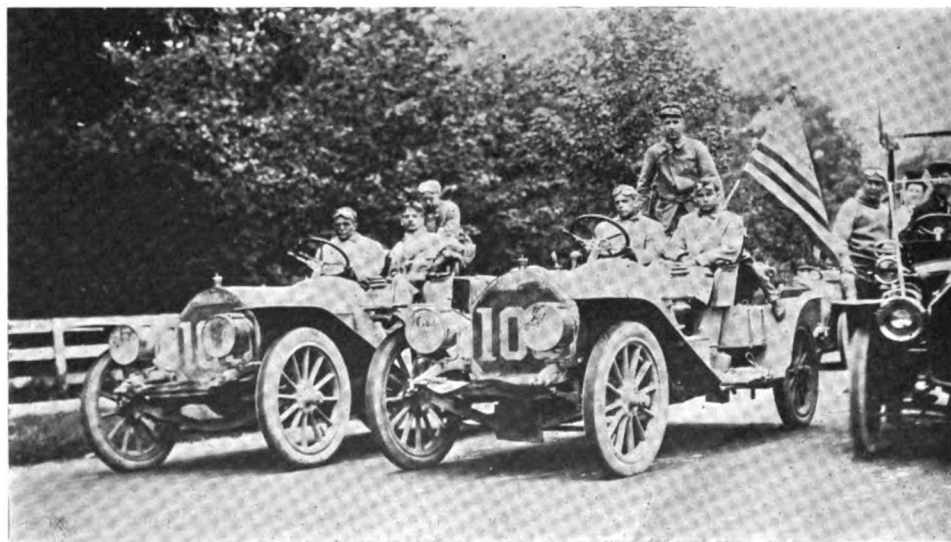
"While the rim gave rise to no end of trouble on account of its too easy detachability, the pneumatic tire itself collapsed in a way for which there is no precedent in any other race. Even on the hot and burning circuit of the Sarthe the consumption of tires was not so high as at Dieppe. The winner himself had to change his tires eleven times. The state of the circuit must have had something to do with the wear of the tires, but other factors are load, speed and engine power. For the first time since the 1,000 kilos regulation was adopted the cars raced without limitation of weight, and the tires had to carry loads exceeding those of previous years by 300 to 1,000 pounds. The German cars were for the most part lighter

than the French, which had most of the additional weight over the back axle, in order to secure the maximum road adherence. This was partly the secret of the Italian successes in the past, but this year the French and the Italians have carried the loading of the back axle too far.

"Contrary to the impression conveyed by the tabular results, some of the cars fitted with engines of 155 mm. bore were undoubtedly faster than those of last year. This was proved by some of the laps, while if we deduct the time occupied in changing tires, and make some allowance for the state of the circuit, we shall have a good deal to set off against the one and a half mile slower average as compared with Nazarro's time last year, when he only punctured once. As a matter of fact, the way in which some of the cars traveled over parts of the circuit, left no doubt that they were running at record speed. They could not keep it up, because the tires would not stand it. The question therefore arises whether there does not exist a critical speed when the pneu-

matic tire is bound to collapse on the road. It can stand a speed of 80 or 85 miles an hour, but at 90 and more the trouble begins, while obviously the difficulties augment with the increasing weight of the vehicle.

"Then there is the question of engine power. The engines with the 155 mm. bore were much more powerful than those with a consumption limit of thirty litres per 100 kilometres. The Benz were rated at 140 hp., and the Bayard-Clement at 138 hp., but they developed considerably more. The regularity of the Benz would seem to disprove the contention of the French that their engines were too powerful. Logically, there is a good deal to be said in favor of this argument, for there is obviously a point where the tangential effort is superior to the road adherence when the wheels must slip round. As we have seen, the French tried to increase the adherence by slackening the tires and putting a bigger load on the back axles. This was bad for the detachable rim, and the tires would not stand the bigger loads at higher speed."



PIERCE ARROW RUNABOUTS IN THE HOWER TROPHY CONTEST

Automobile Mail Service for Washington

WASHINGTON, D. C., Aug. 2.—With a view to giving automobiles a thorough demonstration in the collection of mail matter, the postal authorities of this city have just entered into a year's contract with the Brush-Nichols Co., agents for the Brush, for four Brush package carts.

These cars, together with two shifts of drivers, will be in constant service for the next year in collecting mail throughout the city, and it is expected the outcome of the exhaustive tests through which they will be put will greatly influence the next Congress to appropriate money to inaugurate similar services in other cities. In addition to the Brush cars, two single cylinder Cadillacs will be put in service August

15, an allowance having been secured which will enable two letter carriers to furnish the cars and to maintain them for a year. It has been figured out that when all these cars are in service eight men and twelve horses will be saved.

In order to give the best possible service the Brush-Nichols Co. has opened a garage in the rear of the city post office. Competent men have been secured to drive the cars and no efforts will be spared to make the service successful. The Brush-Nichols Co. is also contemplating inaugurating a general package service, using a large number of Brush package carts for the service. A number of prominent business houses have promised their support to the movement.

Starting Maryland's Good Roads Work

During its session last winter the Maryland Legislature made an appropriation of \$5,000,000 to be devoted to road improvement work. The State Good Roads Commission has decided to begin work at once upon plans for the construction of the improved State highways which are to be built out of the appropriation. The work of surveying the routes decided upon in St. Mary's and Calvert counties is to be started at once under the direction of Chief Engineer W. W. Crosby, and it is expected that the commission will award the contracts for the work in these two counties in the near future. It is realized after the routes are selected it will require several weeks to secure all rights of way, and then the specifications for doing the work will be advertised several weeks before the bids are opened.

Considerable progress, it is believed, can be made on the road building before the cold weather sets in. During the

winter the details for the road running through the eastern shore counties and several roads in western Maryland will be mapped out, so that it will be possible to let some contracts in February, and the contractors will be ready to begin work as soon as spring opens.

Briefs have been filed with the State commission recommending the selection of the old stage route between Annapolis and Washington as one of the roads to be built by the State.

Fire Underwriters Turn to Autos

The Milwaukee Board of Fire Underwriters is planning to replace its horse-drawn insurance fire patrol wagons with motor cars. It is believed that the cost could be reduced more than one-half.

The Rochester (N. Y.) Automobile Club will hold a gymkhana at Genesee Valley Park on August 15.

White Route Book No. 7 Ready

No. 7 of the admirable White Route Books has just been issued, and it makes an important addition to the valuable series which the White Company have been publishing for distribution among tourists.

The new booklet contains detailed road directions from Chicago to Buffalo and from Buffalo to Chicago. As previous issues of the White Route Book have contained road directions between New York to Buffalo, there are now available for tourists, for the first time, complete and accurate road directions between New York and Chicago. The new route book also contains road directions from Harrisburg to Cleveland via Pittsburg. The 22-mile route from Buffalo to Niagara Falls is also described, as is the route from Pittsburg to Washington, Pa., where connection is made with the Na-

tional highway and the other routes described in White Route Book No. 6.

The new book, like the other numbers of the series, contains a fine double-page map and is profusely illustrated with pictures of turns and of the country traversed. Like its predecessors, it is compiled from data obtained at first hand, that indefatigable traveler, R. H. Johnston, the White publicity procurer, having driven over the various routes given and enriched the booklet with pointed and instructive observations concerning the turns, landmarks, road conditions, toll gates and other interesting information.

Copies of No. 7, or any of the Route Books, may be obtained free of charge on application at any of the branches or agencies of the White Company, or to the Touring Bureau of the White Company, 1402 Broadway, New York.



TOURISTS WHO ARE DRIVING FROM CHICAGO TO NEW YORK IN A HAYNES CAR

Exports Not Up to Last Year

June exports of automobiles and parts show a decrease of \$21,332 over those of June, 1907. The June sales totaled \$710,722 as against \$732,054 for the same month in 1907. As usual the best customer of the month was the United Kingdom, with a \$293,003 purchase to

its credit. British North America and France were next with respective amounts of \$141,550 and \$104,475. For the twelve months ending with June the automobile exports totaled \$5,277,874. Following is the detailed monthly report:

	June '07	June '08	12 months ending June '07	12 months ending June '08
United Kingdom.....	\$310,632	\$293,003	\$1,530,304	\$1,796,509
France	67,892	104,475	512,524	692,365
Germany	36,487	52,635	155,623	178,914
Italy	11,675	9,761	254,694	247,357
Other Europe	61,124	53,970	288,921	186,968
British North America.....	154,923	141,550	1,175,334	951,386
Mexico	49,989	22,491	812,639	401,617
West Indies and Bermuda...	8,385	8,836	207,390	250,201
South America.....	19,641	6,911	204,211	220,644
British East Indies.....	682	952	34,608	29,510
British Australasia.....	4,974	1,972	207,715	155,722
Other Asia and Oceania....	5,489	12,689	97,050	135,938
Africa	61	41	8,874	7,429
Other countries	100	1,436	12,354	23,287

Weight Saving and Its Consequences

"The stability of Winton cars is the best evidence of the fact that we have never been swayed by the occasional 'feather-weight' flurry," says Alexander Winton.

"Weight and strength are inseparable. Sacrifice weight and you sacrifice strength.

"It may sound highly interesting to hear a salesman elaborating on saving in gasoline that a light car is said to give its owner, but, personally, I have a great regard for human life, and I never want it said that life or limb was ever endangered by any weakness in our construction due to cutting down on weight and strength. It is a penny-wise policy that saves on gasoline and squanders on repair bills, injury and humiliation. And I can conceive of nothing more humiliating than to break down on the road, miles from home, as

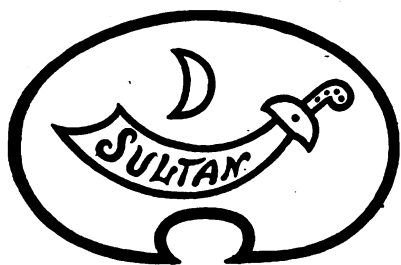
the direct result of having bought a car whose chief talking point was light weight.

"The real economy in motor cars is every-day stability, and the owner who has a car of that character enjoys a security and a peace of mind that outweighs all gasoline arguments. I might dwell upon the gasoline economy shown in Winton Sixes, but gasoline is nothing compared to the satisfaction that a reliable car gives its owner day in and day out."

New Buffalo Agent for Winton

Ralph E. Brown, formerly of the Winton branch in Cleveland, has succeeded O. L. Gooden as Winton agent in Buffalo and will handle Winton Sixes exclusively. Mr. Brown has secured a Main Street location in the heart of Buffalo's automobile row.

Automobile Topics Tour



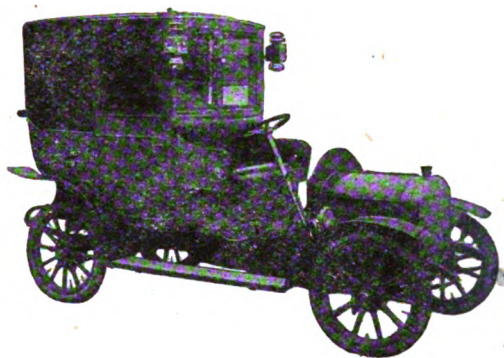
Sultan Taxicabs and Town Cars

(Licencee of Lethimonnier & Co., Paris)

4 cylinders. 12 h. p. \$3,000
Wheelbase, 98 1-2".

Sultan 5-Passenger Touring Cars

4 cylinders. 24-32 h. p. \$4,000
Wheelbase 116 1-4".



SULTAN MOTOR COMPANY

Factory: Springfield, Mass.
New York: 121 W. 89th St.

TELEPHONE: 2739 RIVER

As a Running Mate to the Already
Famous

"Pennsylvania 50"

we have ready a



"25"

embodying the same high-grade materials and careful construction as the "50." This car will not be made by thousands, but each car will be a mechanical masterpiece.

The performance of the "25" will be quite equal to the "50."

Pennsylvania Auto-Motor Co.
BRYN MAWR, PENNSYLVANIA

C. G. V.

*The Car of High Society
in Europe and America*

No car to compare with for Finish
and Style. -- Elegant in Appoint-
ments and Exclusive in Design

TOURING CARS
TOWN CARS
RUNABOUTS

FOR FULL PARTICULARS APPLY TO

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EM. VOIGT, President

Sole Importers for U. S. and Canada

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Mention "Automobile Topics" when writing.

Loose Sheets of This and Previous Sections May be Obtained by Remitting Ten Cents for Each

1908 A. A. A. TOUR

FOURTH SECTION, MILFORD, PA. TO ALBANY, N. Y.

From Port Jervis to Kingston the roads are good—shale at first and then excellent macadam. Beyond Kingston it is much poorer, clay predominating, making the going in rainy weather very bad. The details follow:

Leaving Bluff House, Milford, at end of block, T. R.; ahead about 3 miles and bear right at fork; next fork bear right; continue through Matamoras, Pa. Ahead and T. R. into Front St.,

Port Jervis, N. Y. (7.3 miles).

At fork bear left and go one block; T. L. on Folwes St.; at fork keep right with trolley; at crossroad, bear right; at next fork bear right through Huguenot; 2 miles beyond at crossroad T. L.; ahead through Cuddebackville. At fork curve right; next fork right, and next fork left; ahead about 1 mile and T. R. under bridge through Otisville. At hotel T. R.; at fork beyond cemetery keep left; at end of road bear left through Mount Hope. At fork bear right; next fork, 5 miles beyond, bear right into

Middletown (28.2 miles).

Along East Main St.; T. R. with trolley on Academy Ave.; at fork bear left; next fork left through Dolsontown. Ahead 2 miles and at fork keep right; at end of road go left; cross railroad and at fork keep left into

Goshen (36.5 miles).

About $\frac{3}{4}$ mile beyond at fork bear left; at next fork bear left. Ahead through Montgomery; at Harris grocery store T. R.; over railroad crossing and take left fork. Ahead through Coldenham and East Coldenham into

Newburgh (59.1 miles).

At end of Grand St. T. L. on North Water St., go one block and T. R. on Grand Ave.; end of avenue T. L.; at fork bear left; at red schoolhouse T. R.; at fork bear right through Middle Hope. Take middle road at cemetery; at fork bear

left; next fork right through Marlboro. Ahead 3 miles and at fork keep right; next fork left through Milton. At fork keep left; next fork right, and third fork right. Pass yellow schoolhouse, and at fork bear right; next fork bear left, and at end of road T. R. into

Highland (76.1 miles).

At brick church T. L.; at fork leave trolley and bear right; at fork T. L., and next fork left, continuing through Esopus, Ulster Park and Port Ewen. At Post Office T. L. At fork keep left and continue through New Salem, Eddyville and Wilbur into

Kingston (96.8 miles).

Along Abeel St. and T. L. on Broadway, over R. R., leave trolley, go one block, then sharp right on to Albany Ave. Ahead through Glenerie. At fork bear left and continue into

Saugerties (108.5 miles).

Go out to end of Main St., where T. L., and continue through Malden, Evesport, West Camp, Cementon and Alsen into

Catskill (120.7 miles).

Cross Main St., pass brick church, next corner T. L. on Spring St. At fork, 3 miles, keep right through Athens. T. R. at Elm House, go one block and T. L.; at fork go left; at fork beyond R. R. crossing T. R. Continue through West Cocksackie; at fork bear right through Cocksackie. At fork T. R.; at crossroad T. L.; at end of road T. R. Ahead on main road and T. L.; next fork T. L. into

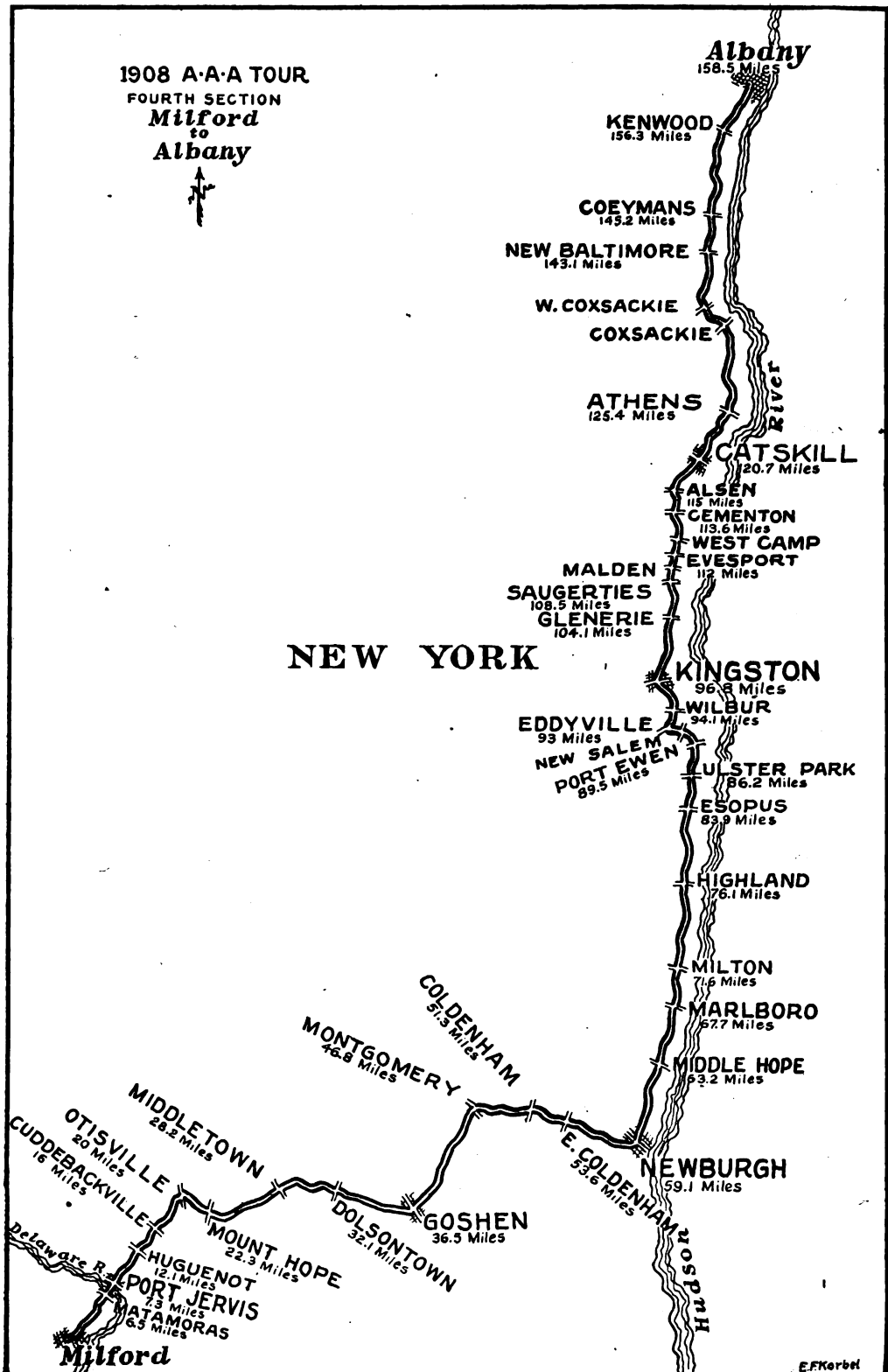
New Baltimore (143.1 miles).

Continue through Coeyman's; at fork T. L.; at next fork T. R. Continue on main road through Kenwood into

Albany (158.5 miles).

1237

CHATEAU DES BEAUX-ARTS
On Huntington Bay, L. I.
An Ideal Rendezvous for Automobilists and Yachtsmen



It is the uniformly satisfactory manner in which Morgan & Wright Tires stand up under any kind of service, from a Glidden Tour to a trip "downtown" and back, that makes them the ideal equipment for the motorist who uses his car under a variety of conditions.

Here's the way they stood up under one test—a 50-mile race—at Los Angeles, Cal.:

"The Model 'G' Cadillac entered by us in the fifty-mile race at Agricultural Park, on May 30th, was equipped with Morgan & Wright tires, and made a most creditable showing in this race. These tires showed very little wear as a result of their fifty miles hard usage in the race, and after the race were still good for several thousand miles of ordinary service, notwithstanding that they had been used some sixty-seven miles on the car in the try-out. In fact, the remarkably good service they gave was one of the features of the 'race meet,' and, of course, contributed most materially to the success of the car.

"We are also pleased to state that your tires made equally as good a record on the Cadillac in the one hundred-mile race the following day.

"Yours very truly,

"LEE MOTOR CAR CO.,
"D. M. Lee, Mgr."

Every Morgan & Wright Tire has that same ability to give troubleless service, whether it is used in racing, touring or city driving.

That ability will be at your service if you specify them on your car.

MORGAN & WRIGHT, - - Detroit

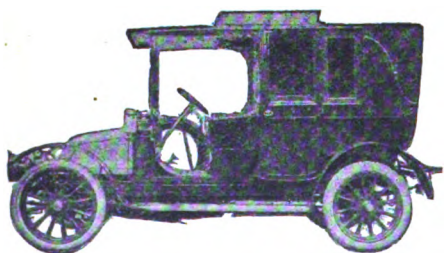
Branches, Agencies or Dealers Everywhere.

RENAULT

"The Car"

GUARANTEED FOR LIFE

Against any defect in manufacture or workmanship



WORLDS RECORDS:

100-MILE—72 min. 56 1-5 secs., 82 1-2 miles per hr.
24-HOUR STOCK CAR—1079 miles, 45 miles per hr.

Speed Endurance Reliability

Renault cars delivered by the American Branch of Renault Freres are specially built for American roads with high axles and reinforced springs and sold with guarantee to make the run between New York and Chicago.

"Buy a Good Car FIRST. It is Cheaper in the End and Always SAFER."

RENAULT FRÈRES SELLING BRANCH

PAUL LACROIX, General Manager

Broadway & 57th St., New York

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316-322 Van Ness Ave., San Francisco

AGENTS: Philadelphia, PRESCOTT ADAMSON, Broad and Spring Garden Sts; Boston, A. C. MORSE, Motor Mart.

Mention "Automobile Topics" when writing.

Pope Re-Organization Plan Agreed Upon

A plan for the reorganization of the Pope Mfg. Co. has been agreed upon, and is almost certain to become effective. Under this plan the payment of the creditors in full is contemplated, together with the taking over of the Hartford and Westfield plants. The capitalization of the reorganized company will be \$2,500,000 of preferred stock and \$4,000,000 of common stock.

The plan is based on the deposit with the Central Trust Co., New York, of the first and second preferred stock, and the actual opening of business is based upon the issuance of notes aggregating \$800,000, all of which will be dated August, 1, 1908. These notes, which have virtually been subscribed for by a syndicate, the make-up of which is not announced, will expire as follows: \$267,000 August 1, 1909, \$266,000 on the same date in 1910, and \$267,000 on the same date in 1911. The rate of interest is, of course, six per cent., payable semi-annually. These notes will be secured by a mortgage or deed of trust to the aforementioned Central Trust Company of New York City, as trustee, exe-

cuted by the new company upon its property then owned or afterwards acquired.

The distribution of securities is thus: The aforementioned syndicate subscribes for the \$800,000 of notes, voting trust certificates for new preferred stock to the value of \$500,000, and certificates of \$90,450 of new common stock. Holders of the first preferred stock will get, when they have deposited their old stock and take out new certificates for new preferred stock, certificates to the value of 75 per cent. of their old stock at par and certificates representing 83 per cent. Holders of the second preferred stock in the old company, who deposit their stock and take out new certificates, will receive trust certificates of the new company to the value of 20 per cent. of their old stock at par.

New York capitalists have been instrumental in bringing about the reorganization. The present controlling interests of the old company will be identified with the new, that is, the Popes and the Walkers.

Premier Car Went on to Indianapolis

The Premier runabout which made a perfect score in the A. A. A. tour, contesting for the Hower trophy, and then was driven over part of the course in the run-off of the tie, continued its journey from Pittsburg to its home town, Indianapolis. George A. Weildy, who drove the car, left Pittsburg at two o'clock one afternoon and, stopping at Zanesville over night, he arrived at Indianapolis at four o'clock the afternoon of the following day.

On the first half of the trip considerable difficulty was experienced, as the occupants of the car were given wrong directions, and after leaving Cambridge,

O., on what was supposed to be the right road, they found themselves again in that town something over two hours later. However, they made another start and reached Zanesville in good time.

The latter half of the trip from Columbus to Indianapolis, a distance of about 200 miles, was made in exactly seven hours, including a stop for luncheon.

The car suffered temporarily on the destructive roads between Cambridge Springs and Pittsburg, but was in the pink of condition after making slight repairs.

Winton Line for 1909

Two six-cylinder models will be marketed by the Winton Motor Carriage Company next year, rated at 48.6 and 60 hp., respectively, and priced at \$3,000 and \$4,500. These two models will constitute the only product of the well-known Cleveland concern. The first will be a 5-passenger car and the second one for 7 passengers, with a four-speed transmission. This car is intended to appeal to exclusive tastes, and the output will be extremely limited.

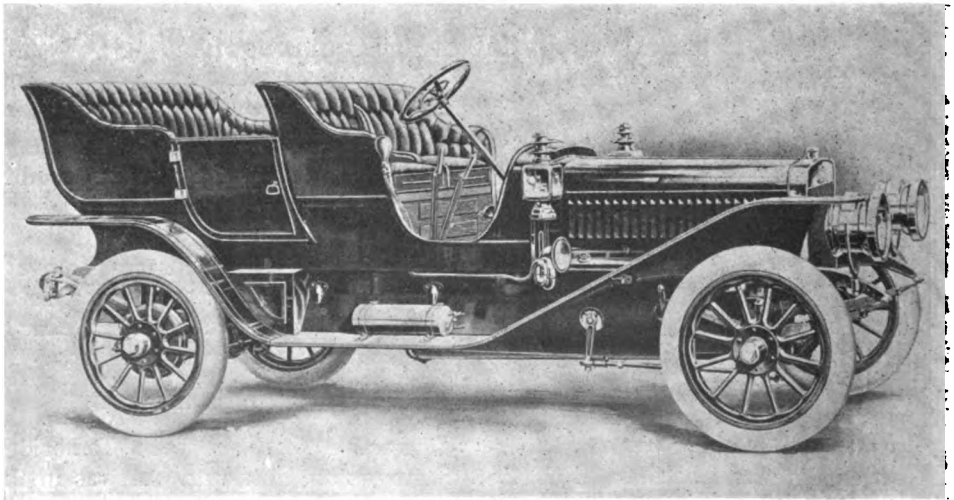
The great success of the 48.6 hp. car, known as the Six-Teen-Six, has prompted the Winton company to continue its manufacture without change in its mechanical features, quality or workmanship. Equipped with a 5-passenger body, this car will sell at \$3,000 and is expected to prove one of the most popular cars ever placed on the market.

The self-starter, an exclusive Winton feature, will be equipped on both Winton Sixes, and the starting crank will be carried in the tool box. This starter, which has only one moving part, is mechanically infallible. By pressing a foot

button on the dash, air pressure is distributed to the cylinders in firing rotation, causing the motor to start. The cylinders are offset, and are cast in pairs. Valves are all on one side and are two-piece and adjustable. The entire motor mechanism is enclosed, no moving part being exposed except the flywheel.

A double system of ignition is used—Eisemann magneto and accumulator. Lubrication force fed. The carburetter has two nozzles and two throttles which open progressively. This carburetter is automatically compensating without a moving part. A centrifugal pump secures circulation of water for cooling purposes. The multiple disc clutch and selective sliding gears are familiar Winton features. Direct drive on third gear.

Other features are: Four brakes, all on driving wheel hubs; shaft drive; floating type rear axle; manganese bronze front axle; Winton twin springs, with shock absorbers; reserve compartment in gasoline tank; auxiliary gasoline tank on dash to permit gravity flow

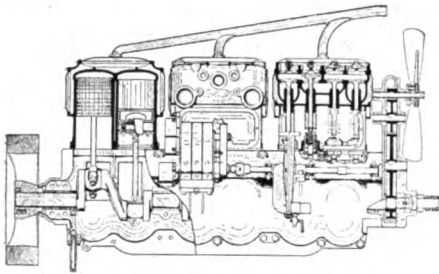


1909 SIX-CYLINDER 48 HP. WINTON

to carburetter; new design bodies, built wholly of wood; apron and dust pan fully house the under side of car; sweeping guards.

A full line of touring car, roadster, surrey, limousine and landaulet bodies will be presented.

The rear axle is of the floating type and carries no load, weight of car being supported on the heavy drawn steel tube which surrounds the axle. Special Timken roller bearings throughout. Spur differential. Drop forged, nickel steel gears and pinion. Front axle of one piece I-beam manganese bronze.



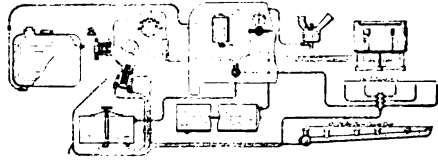
ENGINE OF 48 HP. WINTON

Winton twin springs are equipped as in the past, and shock absorbers are now part of regular equipment. Torsion and radius rods as in 1908 construction. On the 48.6 hp. car, 12 spoke artillery, 34-inch wood wheels are used. Wheels on the 60 hp. car are 36 inch. All wheels run on Timken roller bearings. Regular tire equipment is 4½-inch Goodrich quick detachables.

The main gasolene tank is placed astern and has 22 gallons capacity. Three gallons are contained in the reserve supply compartment, and cannot be used accidentally or without warning that the main gasolene tank is empty. This safety feature insures against being stranded on the road through lack of fuel. Gasolene is raised under two pound pressure from this tank to the auxiliary gasolene tank on

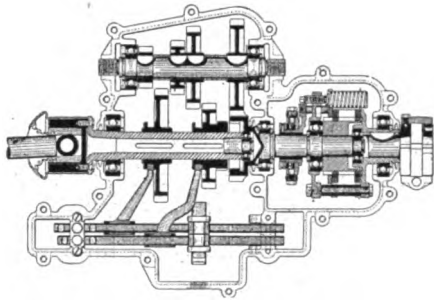
the dash, from which it flows by gravity to the carburetter. Oil tank is carried at the left side of motor.

Bodies are built entirely of wood on special Winton design. The dash is of mahogany with steel hood, and carries spark coil, auxiliary gasolene tank, oil



SELF-STARTER, OIL AND GASOLENE LINES

test and self-starter gage, push button and shut-off. The bonnet is of aluminum, triple hinged. Sides are locked by means of spring plungers. Guards are of sweeping design, and, with shields, fully protect the body from road wheel splash. A steel dust pan extends from the forward end of the motor to the rear end of transmission. This, with an apron extending from the



CLUTCH AND TRANSMISSION GEAR

radiator to the pan, fully encloses the under side of the car.

Storage space under both seats. Drawer lockers under front seat. Equipment—shock absorbers, two gas head lamps, two oil side lamps, one oil tail lamp, gas tank or generator, horn and full set of tools.

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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Grade Crossings and the Automobile

In the well regulated country of the future railroad crossings at grade will be either absolutely non-existent or so guarded that the accidents which are of such frequent occurrence now will become infrequent, if not entirely unknown. There are some countries where this is the case to-day, but unfortunately America is not one of them. Its grade crossings are not as numerous as they were a few years ago, but the aggregate is still very large. An inexcusably large proportion of them are poorly guarded, as with bell alarms which do not always work, or are not guarded at all, especially after nightfall. It is this class of crossings that are the scene of nearly all the harrowing accidents which are being chronicled from time to time.

Just now automobile accidents at grade crossings are attracting much attention. There have been a number of them lately, some attended with fatal results. The newspapers, always ready to rush in at the first opportunity, have been using big headlines to draw attention to their articles and editorializing most learnedly on the subject. The conclusion reached is that the grade crossing is a bad thing and must eventually go; but there seems to be a feeling that the automobilist is to blame for many of the accidents and that motorists are practically the sole sufferers from misfortunes of this character. In other words, the characteristic newspaper attitude towards automobilists is perceptible—that they are a reckless

set of individuals who are always getting into trouble and whose doom is on their own heads.

The truth of the matter is that the grade crossing accident is as old as the railroads themselves. Formerly the farmer, his wife or his children, were the chief victims. Thousands of fatal accidents have occurred, and before the advent of the motor vehicle they were telegraphed in to the newspapers and featured in the latter, with all their harrowing details. These accidents still occur and are frequently attended with fatal results, just as they were in the past.

But several causes have operated to render such stories of less value to the average "live" newspaper. First, the number of grade crossings has been considerably reduced, and the task of guarding them has been improved; second, the number of farmers making use of the faithful Dobbin and the two or four-seated buggy is smaller than it used to be, the automobile having taken its place to a considerable extent, particularly for pleasure drives; last of all, the automobile has "taken the shine" out of the horse-drawn rig in the average newspaper office. Consequently the report of an accident to an automobile party is almost certain to be featured and played up with big headlines, while a similar accident occurring to a horse-drawn vehicle is either not telegraphed in at all or is boiled down to a few lines and stowed away in some inconspicuous part of the paper.

Nevertheless, the grade crossing should and must go. It is a constant menace to even the most careful driver. No amount of caution will absolutely prevent accidents at such places. Where such crossings can't be obliterated they should be properly guarded. If this is done the number of accidents will be cut down tremendously. The saving to the railroads in damage claims alone would pay for watchmen.

High Speeds and Tire Efficiency

Much the same sort of contest has been taking place for years between projectiles on one side and armor plates on the other as is now on between high-speed automobiles and tires. The limit of speed has not been reached, but the capability of tires to stand up at the present speed of racing cars has been exceeded, as was demonstrated conclusively in this year's Grand Prix race.

It is very plain that in future races either the speed of the contesting cars must be kept down by the restricting of cylinder dimensions or the tires must be improved. The latter is a very remote possibility. With present methods of construction and present tire materials any marked increase in the life of tires on racing cars seems to be out of the question, while the further restriction of cylinder capacity is easy to turn to. Much interest, therefore, attaches to the proposal to change the present rule. It will be opposed, of course, by the advocates of extreme speed. They will point out that the way to get better tires is to keep the present regulations, and thus oblige the makers to keep pace with the utmost speed at which cars can be driven.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 15)

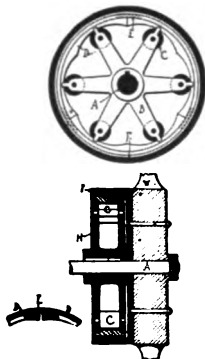
A

Adhesion of Driving wheels.—See Wheels, Driving, Adhesion of.

Armature, Closed-coil.—An armature in which there is a complete path for the current without passing through the external circuit; the end of one coil or set of turns being joined to the beginning of the next.

Automobile, Electric.—See Electromobile.

Axle, Le Moon.—One of the most recent devices that have been proposed for eliminating the differential is what is known as the Le Moon axle, the peculiarity of which is that it transmits the power through the slow-turning wheel alone when taking a curve. It consists of a special form of automatic clutch, applied to each rear wheel, and one of which is illustrated in elevation and section in the accompanying figures. These clutches consist of a spider, B, keyed to the driving shaft, A, of the axle. The end of spider-arm carries a roller, C, which bears against an arc segment, D, of an expander, D, which is forced outwards against a drum, F, on the rear wheel, thereby locking the axle, A, to the road wheel. The expander, D, is made in three sections separated by springs, E, which serve to disengage when the clutch releases. The wheel, the spoke of which is designated W, and which is loose on the driving shaft, A, is connected therewith only when the expander engages with the drum. Whether going straight or rounding curves, the axles and spider at the end revolve at the same speed. After the curve has been rounded



and the road wheels run at the same speed, the clutch operates and the drive through both wheels is resumed.

B

Belt Transmission.—See Belt Drive.

Bend.—To make fast, or to tie, as the ends of a rope or a hawser.

Bend, Eighth.—A bent pipe of which the length is one-eighth the circumference of a circle. It is employed for joining two pipes which make an angle $22\frac{1}{2}$ degrees with one another.

Bending Strake.—One of two strakes near the deck-covering somewhat thicker than the rest of the deck, but flush above.

Buoys.—Floating objects moored at certain points as a guide to mariners. Some buoys are named from their form, as "nun-buoy," "can buoy," "spar buoy," etc., and others from the way in which their presence is made known, as "bell-buoy," "whistling-buoy," "alarm-buoy," "luminous-buoy," etc. A red buoy tells the pilot to keep starboard, while black warns him to port. Buoys painted with black and white perpendicular stripes mark a fair mid-channel; a green buoy marks a wreck; a buoy painted with black and red horizontal stripes denotes that there is danger in mid-channel, with channel-ways on each side; perches with cages, or balls or other shapes, when on buoys, denote turning points in channels; can-buoys and nun-buoys are distinguished by their respective shapes, the former having a flat top, and the latter a conical one; beacons and spindles are placed over rocks and shoals; bell and whistling buoys are placed on shoals and obstructions, and are employed also as guiding-marks for pilots and navigators; a white buoy with a rounded top and carrying a large iron ring is a man-of-war mooring buoy; a white spar buoy denotes harbor anchorage limits; a yellow buoy shows a quarantine station; light buoys or floating buoys are float-

ing channel buoys lighted by either gas or electricity.

C

Chattering.—The waviness produced on the surface of work by vibration of the tools, etc.

Circular Measure.—The circular measure of an angle is the ratio of the arc of a circle, bounded by the two lines forming the angle, and having its center at the apex, to the radius with which the arc is described. The unit angle is termed a radian. See Radian.

Clamping-piece.—One or more pieces of metal which rigidly hold two parts together. A motor is sometimes said to be clamped to the frame by means of lugs and bolts. Two iron plates of suitable form between which a fractured part is held by means of bolts is also termed a clamping-piece or "cramp."

Clamping Screw.—See Screw, Clamping.

Cleaving.—The same as lagging, q. v.

Compass, Boxing the.—Reciting in consecutive order the 32 points from the north around the circle by the way of east, south and west. This is called boxing "with the sun." Boxing the compass backward or "against the sun" is calling the points from north around the circle by the way of west, south and east.

Contact, Angle of.—In gear-wheels, the angle through which the wheel turns while two given teeth are in contact.

Copper Drift.—See Drift, Copper.

Curves, Characteristic.—Curves used to show the relation between the current and the voltage in dynamos or motors, or the relation to torque (q. v.) and speed in motors. From an examination of such curves, much information as to the working of the machine can be obtained.

D

Drift, Copper.—A piece of copper provided with a flexible handle, and which is placed on finished metal work when it is struck with a hammer, in order to prevent injury to the surface.

Dynamometer, Electric.—See Brake, Electric.

E

Electric Power.—See Power, Electric.

Electrodynamometer.—See Brake, Electric.

Ethine.—A synonym for acetylene, q. v.

Exhaust Port.—See Port, Exhaust.

Exhaust Silencer.—See Muffler.

Expansion Curve.—The part of an indicator diagram (q. v.) which shows the relation of the pressure and volume of steam, etc., in the cylinder during expansion (q. v.).

Expansion Engine.—Any engine in which expansion in the cylinder is utilized. This may be taken to be universal in modern engines.

Expansion, Fixed.—An arrangement or adjustment of the slide-valve by which the cut-off always occurs at the same instant, e. g., at one-third of the stroke. An adjustable cut-off allowing variable expansion is preferable, since the amount of steam used in each stroke can then be modified to suit the power which the engine is required to develop.

Expansion of Gases.—See Gases, Expansion of.

Expansion Valve.—See Valve, Expansion.

Explosion Chamber.—See Chamber, Explosion.

Extincteur.—A portable fire extinguisher. It consists of a metal case containing carbon dioxide under pressure, and generated in the vessel itself by the action of dilute sulphuric acid on sodium carbonate. It allows of a jet of the gas being directed upon the fire.

F

Field Magnet.—See Magnet, Field.

Flanged Nut.—See Nut, Flanged.

Friction, Angle of.—The angle at which a given plane surface must be inclined in order that a body may, when once set in motion, continue to slide upon it. In this case, the force, acting on the body down the surface, equals the force of friction between the body and the plane. The tangent of the angle equals the co-efficient of friction between the body and the plane surface.

I

Ignition, Automatic.—Firing the charge in an internal combustion motor by the heat of the cylinder at the moment when the compression has reached its greatest value. A motor with this form of ignition requires special means of starting, and is, moreover, rather uncertain in action.

M

Metacenter.—The intersection of a line drawn vertically through the center of buoyancy of a vessel in equilibrium and the vertical line passing through the center of buoyancy when the vessel is slightly listed.

Mixture, Gas, Temperature of.—The effect of heating the gas entering a carburettor is to increase its inflammability, and, at the same time, to increase the range of dilution permissible, while still allowing the mixture to "explode," whether the diluent be air or an inflammable gas. Heating the entering gas likewise enables it to remain inflammable at a lower compression pressure. Such heating, however, is practically limited to the slight temperature necessary to supply the loss of heat of the gasoline due to its vaporization. Excessive heating leads to the danger of pre-ignition. Even before compression, the gas becomes heated by: (1) Hot cylinder and ports; (2) the throttling effect of the intake where the energy of velocity of the gas is transformed into heat, unless the gas be expanded; (3) the admixture of the fresh gas with the residue of burnt gas in the clearance space. The temperature may be as high as 390° F. before compression. From this there is a partial gain, because heat obtained under (1), above, tends to increase the compression pressure, and, therefore, the efficiency. There is a partial loss because heating before compression results in a higher maximum temperature, and therefore more or less to the cylinder walls. Were the gas supplied under pressure, it might be slightly heated with some net advantage, as it might facilitate the use of a poorer mixture.

The average temperature of the gas during the explosion stroke in the motor-cylinder ranges from 3,100° to 9,500° F.

Motor-pressure.—See Engine-pressure.

N

Nut, Flanged.—A nut with a flange resembling a washer, but made in one piece with the nut. The arrangement is sometimes more convenient than that in which a separate washer is used.

P

Power Transmission, Efficiency of.—The efficiency of different forms of trans-

mission between the motor and the driving-wheels of a motor-car may be estimated as follows:

Single-chain, with direct drive on the top speed, between the motor and back axle, 85 per cent.

Two-chain drive, from motor to change-speed gear to back axle, 75 per cent.

Right-angle or quarter-turn drive, with two-chain drive to free rear wheels, 70 per cent.

Propeller shaft drive, with universal joints and bevel-gear in differential case, 65 per cent.

S

Screw, Clamping.—A screw for holding a detachable tool or part of a machine in place.

Speed, Effect on Fuel Economy.—See Fuel Economy, Effect of Speed on.

T

Tension, Belt.—See Belt-tension.

Transformer, Alternating.—A combination of a motor and dynamo, often with the armatures on the same shaft, or even with a single armature for turning a continuous into a alternating current, or vice versa.

Transmission, Belt.—See Belt Drive.

V

Valve, Crown.—A crown-shaped valve sliding over a slotted box.

Valve, Expansion.—A valve which controls the cut-off (q. v.) of an engine.

Variable Lift.—See Lift, Variable.

Vector.—A quantity which has direction as well as magnitude; for example, displacement, velocity, mechanical force, electric and magnetic force, and electric current. To specify any such vector, it is necessary to know (1) its numerical magnitude, size or "tensor," as this is sometimes termed, and (2) its direction or "ort," that is, the angle which it makes with some specified or arbitrary line.

The multiplication of vectors is of much importance. The vector product of two vectors is a third vector at right angles to the plane containing the first two, and its magnitude is equal to the product of the numerical values of the first two, into the sine of the angle between them. The vector product is important in the theory of electricity; for example, the force on a

conductor carrying a current and placed in a magnetic field is a vector product. If the current be 5 absolute units, and the conductor carrying it be placed in a field of 1,000 lines per square centimetres, so that it makes 60° with the direction of the lines of force, the mechanical force

on the conductor is $5 \times 1000 \times \sin 60^\circ$ dynes per unit length.

W

Waist.—The section of a vessel between the quarter-deck and forecastle.

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News Notes

The new Acme racer, which is to be seen in the Grand Prize race in Savannah, on Thanksgiving Day, will be ready for testing by the middle of next month. The tests made of the engine at the Acme Motor Car Company's factory, at Reading, Pa., it is said have been satisfactory, and the work of assembling the car has begun. The new car will have six cylinders, and will have a bore slightly less than five inches, with a five-inch stroke. The car will have a slightly shorter wheel base than the Acme stock cars.

Among recent Wisconsin record runs must be placed that made by R. S. Hyde, of Lacrosse, Wis. Accompanied by J. M. Schmidt, of the Tanberg Auto Co., Mr. Hyde drove 350 miles in 22 hours, over roads deep in mud in a White steam car. The machine was purchased by S. Y. Hyde from the Tanberg company, and rather than have it shipped the two gentlemen went to Chicago to drive it home. At Maywood, Ill., a heavy rain started and there was no let-up until Elroy, Wis., was reached.

The Atlantic Motor Car Company, New York representatives of the Stoddard-Dayton line, will soon open a branch in New York, N. J., at 2228-2230 Halsey Street.

INCORPORATIONS

Providence, R. I.—City Garage Co., with \$25,000 capital. Incorporators: Guy Tillinghast, F. W. Tillinghast and Arthur Andrew.

Milwaukee, Wis.—King Leather Tire Co., with \$20,000 capital. Incorporators: Anthony J. Denner, N. E. Oliphant and Herbert J. Piper.

Brooklyn, N. Y.—Interborough Garage Co., with \$20,000 capital. Incorporators: John F. O'Donnell, Pierce W. Grace and Thornton J. Theall.

St. Louis, Mo.—Sanschoc Auto Spring Co., with \$20,000 capital. Incorporators: C. E. M. Champ, C. A. Meredith and C. B. Richmond.

New York, N. Y.—Elite Motor Service Co., with \$100,000 capital. Incorporators: William H. Barnard, Willis B. Troy and Edmonds Putney.

Brooklyn, N. Y.—Manhattan Beach Transportation Co., with \$1,000 capital, to conduct an automobile garage. Incorporators: Charles F. Bott, Walter Weston and Frank A. Bradford.

Newark, N. J.—Empire Tire Supply Company, with \$100,000 capital. Incorporators: W. L. Montrose, Chester C. Henry and S. J. Campbell.

HAYNES

Haynes cars always have perfect scores in any kind of a test.

HAYNES AUTOMOBILE COMPANY
KOKOMO, IND.

Oldest Automobile Manufacturers in America *Members A. L. A. M.*
NEW YORK, 1715 Broadway; CHICAGO, 1702 Michigan Ave.



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Automobile Calendar

August 9-16.—Motor-Boat Race from Paris to the Sea.

August 11.—American Power Boat Association's Cruise from New York to Thousand Islands.

August 12.—Ardennes Circuit Races and Coupe de Liedederke, Automobile Club of Belgium.

August 14.—Start of Point to Point Balloon Race from North Adams, Mass.

August 14.—Frontenac Yacht Club Power Boat Races.

August 15.—Race Meet at Barney Driving Park, Goshen, Ind.

August 15.—Race for Light Cars, to start from Caen, France.

August 22.—Detroit Motor Boat Club Long Distance Race.

August 14.—Third Annual Algonquin Hill Climb, under direction of the Chicago Motor Club.

August 20-22.—Power boat races at Alexandria Bay for the Gold Challenge Cup.

August 29-30.—Mont Ventoux Hill Climb.

September 1.—Atlantic Yacht Club's Ocean Race for cruising power boats.

September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 4-5.—Reliability Trials of the Essex C. A. C. at Norwich, England, in connection with the R. A. C. provincial meeting.

September 5.—Provincial Meeting of the Royal Automobile Club at Norwich.

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September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 10-13.—Coupe des Voiturettes Contest, under direction of L'Auto, Paris.

September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 24.—"Four Inch" Race for Tourist Trophy, under direction of the Royal Automobile Club of Great Britain and Ireland.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

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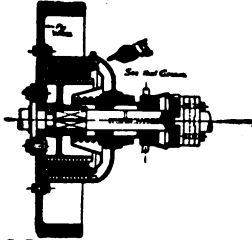
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October 4.—Grand Prix of the Aero France at the Tuileries.

October 11.—Third International Balloon test, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

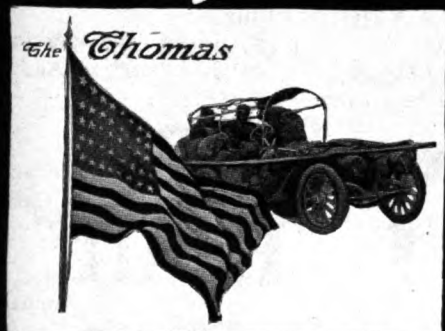
January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers' Association.

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reiterating the same old facts and after many repetitions they sound trite in the ears of the writer. And yet the trite sayings are the truest—for truth alone endures long enough to lose its novelty.

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AND YET WHEN I THINK of it I cannot but feel that if there were no other reasons why you should buy a Maxwell in preference to any other car, this one feature, Thermo-syphon cooling, should be all-sufficient.

MR. MAXWELL DID NOT invent the principle of circulation of water by what is termed Thermo-syphon influences—this principle is as old as the time—almost as aged as truth. Its earliest manifestation was when the heat of the sun drank up the water from the sea and the clouds released it again in that first rain that christened the new born world.

NO, THERMO-SYPHON cooling is not new—did not originate with Mr. Maxwell. It's an old threadbare fact; a principle so well known it has escaped the knowledge of those designers whose learning is very new and superficial.

IT IS ONLY ONE of many features he has applied not because they were his, but just because they were good—best.

NOW THERE BE DESIGNERS who will not incorporate in their cars any feature to which they cannot claim priority. Superiority—unless it can be evolved from egotism—is of secondary consideration.

AND THEY ASK YOU, Mr. Buyer, to be "the dog" on whom they will try out their ideas—their hobbies—their innovations.

IF THERE IS ONE REASON more than another, why I believe Mr. Maxwell is to-day the foremost automobile designer, it is because of his willingness to sink his own personality, his own pet hobbies and to strive for that which will be most conducive to the pleasure and the satisfaction of Maxwell buyers.

OF COURSE, like every other simple principle, there's only one right way to apply it—and Mr. Maxwell seems almost alone in that knowledge.

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The Thomas Flyer entered Paris Thursday, July 30th, winning the New York to Paris race, the greatest endurance contest in history, by **TWENTY-SIX DAYS**, and being the **ONLY** car of all those entered **TO GO THE OFFICIAL ROUTE**. The Thomas traveled 2385 miles on land under its own power **MORE** than its nearest competitor, and this over the worst, the most racking portions of the route, and under the worst conditions. In addition to this the Thomas traveled 3246 miles farther by water—a total of 5031 miles farther than its nearest competitor, which shipped by rail from Pocatello, Idaho, to Seattle, avoiding the most severe portion of the road across the American continent. That the Thomas should arrive in Paris only four days behind the German car, which traveled 5031 miles less, is sufficiently remarkable to cause world-wide comment. That the Thomas should perform this feat in spite of days lost by misdirection—in spite of days lost by the cornering of all the gasoline at Vladivostok by a foreign competitor—these facts and the fact that the Thomas which performed this feat is a regular stock car, are the reasons why all Europe is admitting today that America produces the best cars in the world, and that no car ever produced in any land can compare with the Thomas, or begin to duplicate its performance.

The Thomas Flyer which won the New York to Paris race was selected only six days before the race. It was already crated and tagged to be shipped to the Thomas agent in Boston. It was a stock model pure and simple and no change of any kind was made in any mechanical part, except the replacement of the drop front axle for one of the straight, such as are ordinarily used on Thomas cars shipped to Western districts. After traveling 13,431 miles over the worst roads ever attempted by any car, the Thomas is reported to be in excellent condition, and save for the physical exhaustion of its crew due to the terrific pace they made driving day and night through almost trackless wilderness **COULD START FROM PARIS TODAY AND COME BACK OVER THE SAME ROUTE**.

It is doubtful if American motorists will ever learn the whole of the frightful conditions the Thomas car met and successfully overcame. That of all the specially built foreign cars to start, one of them should actually finish directly contradicts the expressed opinions of many automobile experts, who frankly declared the route impassable to any self-propelled vehicle ever made. But that the Thomas, a simple stock car, should not only finish, but should be the only car to cover the official route, should win by **TWENTY-SIX DAYS**, defeating all these specially built foreign champions, proves that America is years ahead in the building of **SERVICE** cars, and that the Thomas leads the world in automobile construction by the same wide margin that the Thomas Flyer led all comers of all nations in the great race round the world.

The route of the racers led over the worst roads of the American continent at the worst time of year, through the heaviest snows of the winter, through the enormous snowdrifts, the heavy wind and deep ruts of Russia and Siberia in the rainy season, through almost impassable swamps, thousands of miles remote from civilization and repair shops, through unknown countries, over unknown and unbroken roads. A large proportion of this traveling was done at night, when road obstacles, avoidable in the day time, assumed the most dangerous proportions. Contrast this performance with the **EASY DAYLIGHT TRAVEL OF A GLIDDEN TOUR ON WELL TRAVELED ROADS, ALWAYS AMIDST FRIENDS AND IN SIGHT OF VILLAGES OR FARMHOUSES**, and the difference between the Thomas feat and the most trying public performances of other American cars will be readily apparent.

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Each successive endurance event simply serves to demonstrate more forcibly than before the extraordinary endurance of these sturdy cars.

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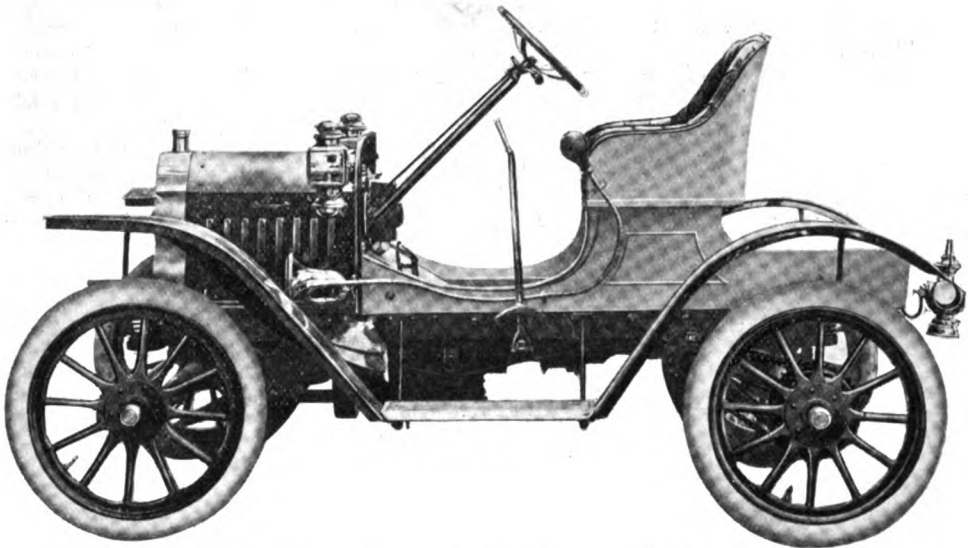
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They have covered about 100 miles per day, giving numerous demonstrations in towns and cities passed through, and being received everywhere with the keenest interest and often great enthusiasm.

So far no mechanical troubles of any kind are reported. Casualties consist of one dog and one rooster. The running time is averaging from 17 to 22 miles an hour, gasoline consumption around 23 miles per gallon and oil consumption around 110 miles per quart. As all motors were new and stiff at the start, the fuel and oil consumption will doubtless be cut down before the finish. Each car carries (besides two passengers) baggage for two weeks, about 60 pounds of cuts and literature, oil, tools, tire chains, etc., making an extra load of about 175 lbs.



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The Model "B" has refined and graceful lines such as are seen on no other small car. Its running qualities are unapproached and unapproachable by any other, big or little. Its motor is as lively as a humming bird, but as persistent as a mule. Its transmission is perfectly quiet, self adjusting and the most durable part of the car. Its clutches are positive yet absolutely without jar.

You have heard numerous things said about the Brush Runabout, both good and bad, from friends and supposed competitors. The only really valuable opinion is that of an owner. Ask any owner all about it. If you don't know one we will give you some names. Deliveries start next week. Orders are coming fast, and we want yours as soon as possible. This run is to demonstrate the

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I have just received my copy of the Year Book (International Motor Cyclopaedia), and to say that I am surprised at the wonderful amount of information contained therein, is putting it mildly. You are certainly to be congratulated, as the book is of wonderful value to every motorist. My copy is on my desk ready for reference, and I know I will use it very often. Trusting that you will issue yearly supplements, my order for which I herewith hand you, I am.—Walter E. Metzger.

Enclosed please find check in payment of bill for one copy of the International Motor Cyclopaedia. I also wish to compliment you on this unique and complete volume which is a valuable and necessary addition to any library.—Jos. W. Jones (Jones Speedometer).

Enclosed find check for \$10 for your Cyclopaedia. It looks to be very useful and complete. Wishing you success.—Harry N. Allen.

The I. M. C. as a year book is thoroughly representative and comprehensive. It will enhance and sustain the dignity of the automobile industry. It is a work which does its publisher great credit.—Charles B. Shanks (Winton Motor Carriage Co.).

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Upon my return home I find your cyclopaedia, and after looking through it must comment you very highly not only for the appearance of same, but the good information contained therein.—Charles M. Hall (Badger Brass Mfg. Co.).

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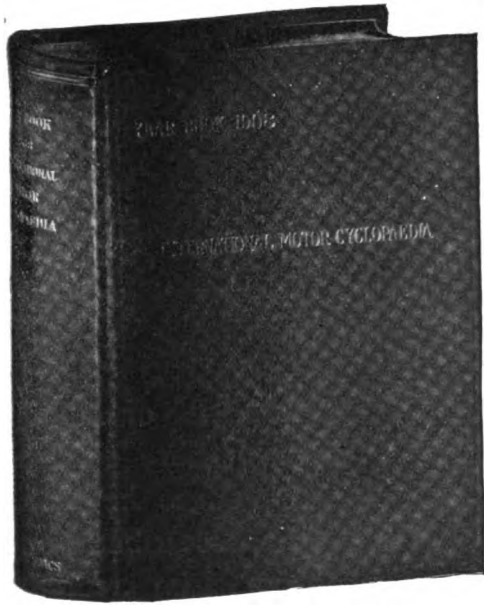
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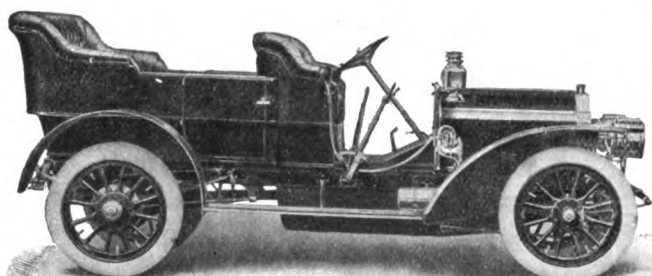
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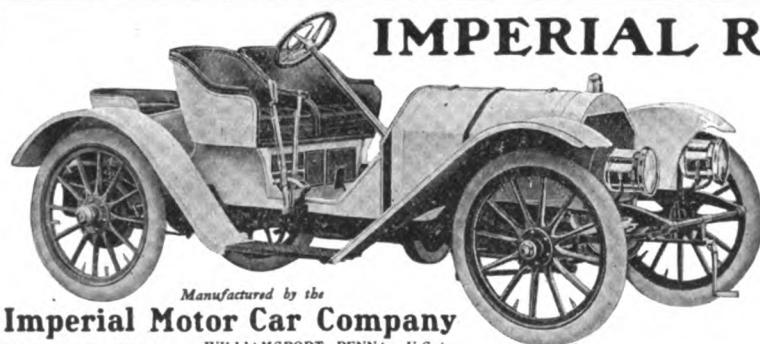
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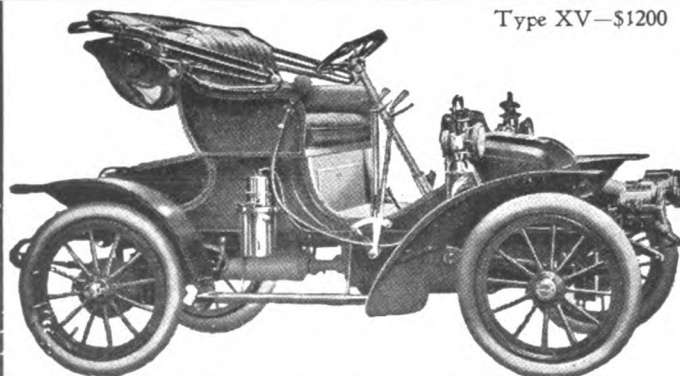
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Illustrated

Vol. XVI.

NEW YORK, AUGUST 15, 1908.

No. 19.

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A PEERLESS CAR ON A MASSACHUSETTS STATE ROAD—NEAR LENOX

Automobile Topics

Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

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T O P I C S

"Impound the car," is the recommendation made by a dealer who, for obvious reasons, as the proper remedy for excessive speeding, preserves his anonymity. He goes on to say that much of the speeding done is due to the instance of owners of cars that their chauffeurs drive fast. If they will not do so they can't hold their jobs, and if they obey instructions and are arrested the owner pays the fine but leaves the chauffeur to bear the brunt of it. Therefore, "impound the car," the chauffeur repeats. It must be admitted that there is something in this suggestion. But how much wider open would be the door of graft if it were followed. Just picture the opportunities the cop, the house sergeant and other officials would have to get in on the game if impounding cars became fashionable!

However opinions may differ as to the measures that will prove most effective in reducing the number of speed violations, there is a pretty unanimous belief that the methods in vogue come pretty close to being an utter failure. As they work out the law-abiding and careful driving motorist is the one who is punished, while his reckless fellow-motorist either gets off scot free or is punished in a way that has no deterring effect whatever. As the dealer referred to above points out, the infliction of a fine has no effect whatever on the rich motorist whose pleasure it is to maintain and operate powerful cars and send them over the roads at top speed. He just laughs at a fine. Forewarned is forearmed, and he goes about prepared to settle any number of fines out-of-hand. He motors from fine to fine, hitting only the high spots and enjoying himself thoroughly. His conduct sometimes sets the countryside aflame and puts all the cops and speed trap attendants on the alert. The result is that they hold up the next man who comes along in an automobile, no matter how slow he may be driving.

Nevertheless, we cannot help thinking that to exchange the present system, or lack of it, for one the foundation stone of which is the temporary confiscation of the car of the offender would be merely exchanging King Stork for King Log. It is not difficult to imagine the gleeful manner in which the average cop or constable would enter upon the policy of wholesale confiscation. He would take a positive delight in interrupting the progress of men whose presence elsewhere was imperatively needed. The more cars he impounded the better pleased he would be. If the station-house to which he was attached began to resemble an outdoor garage or overnight stopping place for an A. A. A. tour, he would be so pleased with himself that he would go out and impound a few more cars. Better to put up with our present ills than to turn to impounding as a just punishment for the evil-doer.

There is a proud cop in Indianapolis. The feather in his cap is the arrest of the chauffeur of Vice-President Fairbanks. Happy man!

Count Zeppelin has been condoled with for the loss of his airship by fire and, what is much more to the point, tendered financial aid in constructing a new one. The Kaiser had his personal regrets conveyed to the Count, and a government grant of \$125,000 was made for the construction of another machine. In addition nearly half a million dollars is said to have been subscribed by compatriots all over the German empire. That fire was really something of a blessing in disguise.

Hyannisport, a Massachusetts town in the Cape Cod district, has a new, and what is said to be a most successful, method of dealing with automobile scorchers. First, the special officers of the town tell them when and where they can run fast, but warn them that if they are caught running at a reckless speed around curves or through the villages they will be arrested and taken to court. While hundreds have been stopped and warned not an arrest has been made.

The attorney-general of Ohio has handed down an opinion that is remarkable and, if sustained, may lead to a number of complications. He holds that none of the members or officers of a corporation which owns an automobile has a right under the law to operate the machine without first taking out a chauffeur's license, and if he does so he is liable to arrest and punishment. He says that because one happens to own stock in a corporation he is in no sense an owner or part owner of an automobile that the corporation owns. The state laws permits the owner of an automobile and members of his family to operate it without the chauffeur's license.

The hideous depths of iniquity to which the average New York bicycle cop, whose special duty it is to apprehend alleged speed violators, has sunk, may be imagined when it is said that they do not even extend courtesies to members of their profession. This hard heartedness came to light through the arrest the other day of the Chief of Police and Chief of the Fire Department of a Connecticut town just over the New York border. These officials crossed into New York in the automobile of a mutual friend, and they were bowling along Pelham Parkway, in the Bronx, at what would be considered in Connecticut as a "reasonable and proper speed," having a clear road and their machine under perfect control.

It was then that the fly cop butted into the game and told them they were under arrest. After expressing surprise at the strictness of the New York cops, the Connecticut official explained who he was and exhibited his badge, thinking, of course, that nothing more would be necessary to secure his release. It didn't go with the cop, however, and that obdurate man hailed his prisoners to the nearest police station, and there they were required to put up \$100 bail before being permitted to continue their journey. The next time these chiefs come to New York it will be in a trolley car or behind a high stepper—for no one ever thinks of getting after them for violating the speed laws.

If Henri Farman had stayed at home and had his aeroplane destroyed by fire, as happened to Count Zeppelin, he would probably be much happier than he is at present.

The connection between horses and hay is of course obvious; but it seems that the automobile is also becoming a very live issue with the growers and dealers in hay. This was revealed during the recent session of the National Hay Dealers' Convention, held at Cedar Point, O. The president of the association warned his fellow members that the market for low-grade hay was fast disappearing with the advent of the automobile, and that while that for high-priced hay is improving, a new market for cheap hay must be found, as the result of the inroads made by the gasoline buggy, which, among city people, has taken the place of the hay-fed gasolene buggy, which, among city people, has taken the place of the hay-fed

There was a pretty pother this week over the damage alleged to have been done by putting oil on certain Central Park (N. Y.) drives to allay the dust. Eight swans were said to have died as a result of drinking water which contained oil that had run into the lake from the drives. As if this were not enough, the Road Drivers' Association discovered that the oil injured the feet of the horse driven over the oil-soaked parkways. Finally, the oil made hard places in the road and caused the horse to slip and fall. In view of all this it was urged that the use of oil in the park must be stopped. The sequel is rather amusing and comes as a sort of anti-climax. It appears that the eight swans were either spirited away or destroyed by rats or a weasel; certainly they never drank any water containing oil. Next, it was pointed out that oil is a good instead of a bad thing for horses' hoofs, and that the park commissioners by putting oil on the roads are saving money for the owners of the horses who would otherwise have to buy the oil and apply it to the hoofs. The "hard spots" allegation is too humorous to require any answer.

There has been much talk about the proper apparel for women motorists, and fashions change from time to time and prevent the setting up of any standard. From the West comes the report of an attempt to popularize a costume which has some advantages and more disadvantages. It is related that in Racine, Wis., a young woman who was driving a big touring car, was dressed in a "fluffy nightgown of dainty white material. She looked neither right nor left, but kept to her wheel and hurried through the city. At Kenosha, also, she created a sensation." It is added that she was "evidently from the aristocracy of the North Shore," Chicago. It is little wonder that the Lady of the Robe de Unit made a sensation. She was calculated to do so.

The Vanderbilt Cup Race and Course

The first definite statement regarding many interesting points in connection with the new Long Island Parkway and with the race for the Vanderbilt Cup, which will be held on it October 24, was given out this week by the Vanderbilt Cup Commission. The statement is prefaced by the assertion that "very little is yet known about the new cement course on Long Island over which the 1908 race is to be run."

"It is very fitting that the big American motor classic should now come into what might be termed its permanent course on historic and picturesque Long Island, over the public roads of which it has been run three times," the statement says.

"Eleven miles of the Long Island Motor Parkway, headed by William K. Vanderbilt, Jr., donor of the cup, will be completed early in October for elimination trials of the American cars which are going to try for the cup. This eleven miles is not sufficient for the entire course, but it is situated on the great plateaus of the famous Hempstead plains, which are crossed by many public highways, with surfaces almost as level as that of the cement parkway itself.

"Through the co-operation of the supervisors of Nassau County the Vanderbilt Cup Commission has been given permission to use fourteen miles of these excellent county and state roads which joined to the parkway at either end make an ideal triangular race course of about 25.4 miles.

"The race will start, as usual, soon after daylight, and the grandstand, which is to be located on a portion of the new cement way, where the spectators are afforded the finest view of the cement course, will be reached directly by special trains on the Long Island Railroad. A branch of this road runs

directly from Long Island City to Garden City, which is about four miles west of the beginning of the course. Although the regular trains do not run below Garden City at present the tracks are in good repair as far as Bethpage, which is the eastern terminus of the parkway, and the railroad company proposes to run side tracks to the rear of the grandstand.

"It may be possible for visitors to the race from a long distance to take a sleeping car at Long Island City on the night preceding the race and remain in it on the grandstand side tracks until the racing cars are called to the line at daylight.

"Never before have such complete arrangements been made for the accommodation of visitors to an automobile race. There will be eleven miles of elegant parking space on either side of the cement way, under the control of the Vanderbilt Cup Commission. Heavy steel wire fences will line the parkway from beginning to end so it will be impossible for cars to pack at any particular spot. They will be admitted at the Whaleneck avenue entrance, which is the eastern entrance and beginning of the parkway, and lined single file, in accordance with the official parking space diagrams. These spaces, together with boxes and seats in the grandstand, may be obtained by application to Mr. J. deMont Thompson, chairman of the Vanderbilt Cup Commission, at the offices of the American Automobile Association, 437 Fifth avenue.

"The cement portion of the new Vanderbilt Cup race will be 28 feet wide; crossing all intersecting railroads and highways overhead by cement viaducts, now in course of construction. These viaducts and bridges are the most expensive portions of the new motor high-

way. They must be fully 20 feet above the level of the intersecting dirt and railroads. The approaches must be tapered down so that the racing cars can take them at full speed. All of the turns on the cement highway are symmetrically rounded and banked, permitting a maintenance of the same speed which the cars attain on the level stretches.

"After leaving the grandstand the racers will have a very fast run over the cement for six or eight miles eastward to Bethpage, where the parkway joins what is known as the Round Swamp road, which runs north, on a slight grade, to the beginning of the Plainview road. Following this road the car continues on north to its intersection, with a new extension of the Jericho turnpike. At this point the course bends directly west, around what has been dubbed the "Flatiron Turn." The cars have a very speedy stretch, nearly all down grade, westward along the Jericho turnpike extension to Jericho, one of the turns on the

1906 Vanderbilt course. From there the new course is over the old Jericho road to its intersection with the old Westbury road, thence south across a very flat country to the Hempstead plains, thence to the beginning of the cement way and eastward over this to the grandstand, the start and finish.

"Near the beginning of the parkway portion of the new Vanderbilt Cup course is the famous Meadow Brook Hunt Club. To the west of this famous society rendezvous, along the Old Country road, is the town of Mineola. West of the town, and about four miles from the entrance to the parkway, is the Garden City Hotel, which will be the headquarters for the Vanderbilt Cup Commission. It is a very short run from this well known hostelry down the Old Country road to the cement parkway, and along this to the grandstand, so that it will be possible for visitors to the cup race to remain, as heretofore, in the Garden City Hotel over night and travel to the grandstand by motor early in the morning."

Speed Practice on Vanderbilt Cup Course

It is expected that the Nassau County board of supervisors will permit entrants in the elimination trials for the Vanderbilt Cup race to begin practice on the course after December 1, between sunrise and 7 o'clock in the morning. Special motor cycle mounted officers have been appointed to patrol the course and arrest all drivers practicing outside of the appointed hours and also to arrest touring car drivers who are exceeding the speed at any time of the day.

A determined effort will be made not only on the part of the Nassau County officials, but also by the Cup Commission, to prevent any touring cars from speeding on the course either during the rehearsal hours or any other part

of the day. Any drivers who violate the practice rules will be immediately expelled by the Cup Commission, which is thoroughly in accord with the efforts of the Nassau County supervisors to stop all reckless driving, not only on the prescribed Vanderbilt course, but on the other highways of Long Island.

Robert Graves, whose entry of a Mercedes car was the first received for this year's Vanderbilt Cup race, arrived in New York from Europe this week. He confirmed the report that he had purchased while in Paris the Grand Prix Mercedes which Lautenschlager drove to victory on July 7.

Small Car Race, Too, for Savannah

It is almost a certainty that the Grand Prize race at Savannah next fall will be immediately preceded by a contest for small cars. Robert Lee Morrell, chairman of the Contest Committee of the Automobile Club of America, states that while the advisability of holding a small car race had been passed on by the Governors, it had been left to his committee to organize the race if there seemed to be a demand for such a contest.

So nearly a certainty is the race regarded, however, that rules for it have been prepared by the Technical Committee, of which Henry Souther is chairman, and have been approved by the Board of Governors.

According to the conditions all entries must have a minimum weight of eight hundred and fifty pounds. Three and three-quarter inches diameter has been fixed as the maximum diameter for a four-cylinder motor, on an equivalent in effective surface for motors of a different number of cylinders, in accordance with a table which has been prepared. Under these conditions the following cars will be eligible to race in the light car events:

Four Cylinder Group—Franklin, $3\frac{1}{2}$ inch diameter; Ford, $3\frac{3}{4}$ inch diameter; Buick, $3\frac{3}{4}$ inch diameter.

Two Cylinder Group—Maxwell, $4\frac{1}{2}$ inch diameter; Reo, $4\frac{3}{4}$ inch diameter; Jackson, $5\frac{1}{4}$ inch diameter; Moline, 5 inch diameter; Atlas (two cycle), $4\frac{1}{2}$ inch diameter; Rambler, 5 inch diameter; Elmore (two cycle), $4\frac{1}{2}$ inch diameter; Waitham, $3\frac{1}{2}$ inch diameter; Autocar, 4 inch diameter, and Northern, $5\frac{1}{2}$ inch diameter.

The 850 pounds minimum weight condition was decided upon after an investigation by the Technical Committee of the weights of cars now in the market. The weight will be determined in the same way as for large cars; that is, stripped to racing form.

The tables fixing the maximum cylinder bore of light car entries are as follows:

For Four Cycle Motors—For one cylinder, 7.50 in., 190.8 mm. of bore; for two cylinders, 5.30 in., 135.1 mm. of bore; for three cylinders, 4.33 in., 110. mm. of bore; for four cylinders, 3.75 in., 95.4 mm. of bore; for six cylinders, 3.66 in., 77.7 mm. of bore; for eight cylinders, 2.65 in., 67.4 mm. of bore.

For Two Cycle Motors—For one cylinder, 6.35 in., 160.0 mm. of bore; for two cylinders, 4.5 in., 114.0 mm. of bore; for three cylinders, 3.65 in., 92.0 mm. of bore; for four cylinders, 3.18 in., 81.0 mm. of bore; for six cylinders, 2.58 in., 65.0 mm. of bore; for eight cylinders, 2.24 in., 56.0 mm. of bore.

Mr. Souther has reported to the members of his committee that he believes that it is in the interest of the automobile industry that the two cycle competitors be given every encouragement to race, as the knowledge of the capacity of the two cycle motors will be greatly increased by such racing.

The light car race will be run over a ten mile parallelogram which forms part of the Grand Prize course. The contestants will be visible for four miles of the ten.

"While my committee will not meet to organize the small car race for another week," said Mr. Morrell, "it is practically certain that the demand for this kind of contest will be so universal that instead of our taking the initiative in this matter it will be forced upon us by popular demand."

"No where else and at no other time than at Savannah could a small car race obtain the publicity from technical newspaper men nor the crowds of interested automobile buying spectators."

"The fact that we propose to hold this race on the day before the Grand Prize insures a large crowd and as a ten mile quadrilateral can be easily picked out of the long course and as officials and police will be on the spot for the big car race the expense of such contest will be nominal. Hence we shall be enabled to charge but a nominal entry fee which should prove attractive to the small car manufacturer."

Asked as to whether there would be a big entry list of American cars in the Grand Prize, Mr. Morrell stated that he knew positively of ten American entrants besides those of eighteen foreigners.

"The A. A. A.," continued Mr. Morrell, "has very adroitly shifted the fight from its own shoulders onto those of the manufacturer and I expect it will take a little time for the manufacturer to realize that he is the goat. Racing men are chary about making entry for either race as participation in the Vanderbilt might lead to disqualification at the hands of the International Recognized Clubs. This might prevent the manufacturer from entering foreign competitions which of necessity he will have to enter in order to secure

a foreign outlet for his surplus product."

"I have also been asked by several racing manufacturers whether the club would hold other contests as well as the Grand Prize. Let me reiterate that we shall every year in conjunction with other automobile clubs hold as many and varied an assortment of contests as the sport and industry may desire.

"Hence a prospective entrant need not worry that he will be barred from racing by the threats of our friends the enemy."

Getting Savannah Course Ready

Work on the course near Savannah on which the race for the Grand Prize of the Automobile Club of America will be run on Thanksgiving Day is progressing in a highly satisfactory manner. By October 1 it is expected that it will be ready for speed practice.

Of the 26.73 miles which the course measures nearly 10 miles is being especially constructed at a cost of about \$40,000. The preparation of the circuit is being done under the auspices and sanction of the State of Georgia and

the city of Savannah, and the labor is under way by several hundred convicts under the direction of State and county engineers and expert road builders. It is the aim of all concerned to make the Savannah automobile course the fastest in the world.

The course will be properly policed for four hours of daylight each day for at least three weeks before the race, so that the drivers may have an opportunity to tune up their cars and learn everything about the course. No



A THREE AND ONE-HALF MILE STRETCH JUST COMPLETED



PORTION OF THE COURSE GRADED AND READY FOR ROLLER

automobile race has ever been held in this country, or, in fact, abroad, where

the drivers have had such an opportunity for practice work.

No Outlaw Stands on Course

On account of the heavy demand and the limited number of front row boxes, the Vanderbilt Cup Commission has decided to lease the front row boxes only to persons who will take them for both the elimination trials, October 10, and the Cup race, October 24.

The Commission has secured control of land on both sides of the new cement parkway for a mile east and west of the grandstand, and it will be impossible for speculators to locate any outlaw stands. In this connection Mr. Pardonington has been warning applicants for boxes and seats to be careful about purchasing from men who may claim to be erecting stands. It will not only be impossible to see the race course from such stands, but it will also be impossible for the spectators on them to

get any of the details of the race until long after it is over. All telegraph and telephone wires running along the parkway will be under the control of the Vanderbilt Cup Commission during both events.

Connecticut Clubs May Combine

Members of the automobile clubs of Hartford and New Britain, Conn., are considering a consolidation of the two organizations under the name of the Automobile Club of Hartford County.

A tour of the Berkshires in a White car is being made by Mr. and Mrs. E. T. Curtiss, Miss Mary Curtiss and Mr. and Mrs. K. L. Tucker, all of Philadelphia.

French Aeronauts Marvel at Wright

Wilbur Wright, one of the Wright brothers, of Dayton, O., has been creating a great sensation in France during the past week by doing "stunts" with his aeroplane which he took to Europe a few months. Preliminary arrangements for the flights have been in process of making for the past few weeks, but Wright has conducted all his work in that country (as he did in this) with great secrecy, and consequently Europeans hardly knew what to expect.

It was last Saturday, August 8, that he first awakened the French aeronauts by showing them of what his American machine was capable. He brought his apparatus out on to the experimenting field at Le Mans at 6.30 o'clock, and while his flight lasted only 1 minute and 45 seconds, it demonstrated that the Wrights are the superior aviators of the day.

Under conditions with which no other aviator ever endeavored to contend, he rose into the air within 50 feet of the starting point, attained a height of between 8 and 10 metres, circled twice around the racecourse, taking corners at angles almost terrifying in their sharpness and descended at the starting point as safely as any bird.

Each time he passed before the grandstand, on which such men as M. Louis Bleriot, M. Ernest Archdeacon, the brothers Zens and a group of Russian military experts were gathered, exclamations of astonishment were raised, while the crowd, which had managed to gain admission somehow or other, cheered itself hoarse.

Following his Saturday ascension, Wright again tried out his machine on Monday, to the delight of about 2,000 spectators. The first two attempts at a flight were somewhat unsuccessful, but on the third he flew 2 kilometres in 1

minute, 43 seconds. He sailed up and down the field at varying heights and finally landed directly in front of the grandstand.

While Tuesday's flying in point of speed was hardly equal to that of the previous days, yet from the regularity and completeness of control viewpoint, it was the best Wright had accomplished up to that time. He made a splendid start, then circling the upper end of the grounds he continued on a second and larger circle that brought him past the grandstand, whose occupants cheered lustily. A third and greater circle covered over half the grounds and then the aeroplane landed gracefully in front of the grandstand.

The height of the flight was varied. Sometimes the machine was as low as 5 yards from the ground, and twice it must have reached a height of 20 yards. The average was about 8 yards.

Information for Tourists

The California Promotion Committee is sending out letters to motorists all over the country stating that all persons who intend at some time to make an automobile trip in California will be supplied with photographs, road maps, printed matter, guides and other information free. The information will be furnished on a letter of inquiry sent to the California Promotion Committee, California building, Union square, San Francisco.

On August 22 and 23 the Sonoma County (Cal.) Automobile Club will conduct a race on the track of the Santa Rosa stock farm. The club will offer a trophy, as also will the city of Santa Rosa; and the towns of Sonoma County will be asked to combine in offering a trophy.

A. C. A. Wars on Grade Crossings

The Public Utilities Commission of the State of New York has been appealed to for aid in the work of eliminating railroad crossings at grade. The many accidents, a considerable portion of them fatal, that have occurred during the present summer, has led the Automobile Club of America to take steps to see whether something could not be done in the matter.

The board of governors of the club met at the offices of J. P. Morgan & Co., on Tuesday, and adopted resolutions condemning railroad crossings at grade. They followed this up by asking the Public Utilities Commissions of the First and Second districts to take steps they consider necessary to eliminate the grade crossings, as they are a menace to the safety of the public. The resolution asks the Utilities Commissions to require the railroad companies to place gates or flagmen at the dangerous crossings until they have been eliminated.

The board sent a full list of dangerous crossings in this state to the commissions with the resolutions. The information regarding the crossings had been collected by the club's bureau of tours.

Long Island.—At Glenhead, on the Long Island Railroad. (A man was killed there a few weeks ago.)

At Westbury. (The automobilist, Fournier, and three men, one an official of the Long Island Railroad, were injured there a few weeks ago.)

At Rockville Centre.

Two crossings near Oakdale.

At Centre Moriches. (A serious accident occurred there about six months ago.)

Between Jericho and Woodbury, on the Long Island Road.

At Sayville, near the railroad station, where the tracks cross the Long Island roadway.

New Jersey.—Two crossings at Bogota, on the New York, Susquehanna & Western and the West Shore railroads. (At

this crossing Donald Holmes, a Paterson lawyer, was killed last Sunday. Shaw, the chauffeur, was fatally injured, dying on Tuesday. Two others were hurt.

At Leonia, on the Northern New Jersey Railroad.

Near Closter, on the Northern New Jersey Railroad. Between Matawan and Freehold, at Wickatunk, on the Central Railroad of New Jersey.

Between Freehold and Farmingdale, on the Pennsylvania Railroad.

Between Farmingdale and Lakewood, on the Central Railroad of New Jersey.

At Keyport, on the New York and Long Branch Railroad.

Westchester County.—Just south of Briarcliffe Village, on the Putnam branch of the New York Central.

On Lake Mahopac road, just south of Kitchawan, on the New York Central.

At Hawthorne, on the Harlem branch of the New York Central.

At Mills Plains, on the New York, New Haven and Hartford.

Two crossings between Mills Plains and Danbury, on the same railroad.

Staten Island.—Near Huguenot, on the Staten Island Railroad.

Near Giffords, on the Staten Island Railroad.

Death of Charles T. Huntington

Charles T. Huntington, who until about a year ago was in charge of the advertising department of the Electric Vehicle Company, died at his home in Hartford, Conn., on Saturday of last week. For several years his health has been bad, and this finally led to his resignation from the Electric Vehicle Company.

Mr. Huntington's life was passed in Hartford, where he was much liked and respected. He took an active interest in the affairs of that city and served as a fire and police commissioner and was connected with the management of the city schools. Years ago, in the heyday of the bicycle, he figured in the many movements connected with it.

New Decoration Scheme for Madison Square Garden

An entirely new plan of decoration, and a new arrangement of elevated platforms and temporary structural work, has been decided upon in connection with next winter's show in Madison Square Garden to be given by the Association of Licensed Automobile Manufacturers. The decorations are expected to be a decided improvement over everything that has gone before, while the architectural plans are of such a nature that 5,000 feet of additional floor space will be at the disposal of the association. The contract for the decorative work has been awarded to the R. S. Ball Company, so that the present show will be the fifth which that concern has had in its charge.

The new method was inaugurated by the Show Committee in making the selection for their decorations this year. It was the idea of getting something unique and different in color scheme and general theme to present the automobiles to the public in the best possible manner. In the past the Show Committee had asked the various decorators for plans and estimates for decorations, but this year the supervision of the work was placed in the hands of an architect, Mr. W. W. Knowles. A practical and architectural theme consisting of plans and specifications were

drawn by Mr. Knowles and approved by the committee. After the acceptance of this plan it was submitted to various decorators for bids.

The color scheme and general theme of the decoration for the forthcoming show will be entirely different from those of previous years. Simplicity has been the keynote of the general decorative schemes, having in mind that the decorations were to be such as to give the automobiles a suitable background or setting. Although simplicity has been established, the high standard set by the Show Committee in the decoration of the Garden will be maintained and a more effective presentation of the cars will result. The architectural plans of the Garden are entirely different, the elevated platforms and temporary structural work being a great improvement over those of former exhibitions. Five thousand feet of additional floor space have been gained by this new arrangement, which will be of decided advantage to the motor and accessories incorporated as well as to the motor car exhibitors.

Those in attendance at the meeting were: Col. George Pope, chairman; Charles Clifton, Marcus I. Brock, E. P. Chalfant, assistant general manager A. L. A. M.; W. W. Knowles and M. L. Downs, secretary.

Palace Show Plans Discussed

Designs for the decorative part of the ninth international automobile show, to be held at Grand Central Palace, New York, opening New Year's Eve, were submitted to the Show Committee of the American Motor Car Manufacturers' Association August 6. Four original schemes were considered, but no definite decision will be made until another meeting to be held within two weeks.

There was a general report of the progress that has been made in connection with the show, which is conducted by the American Motor Car Manufacturers' Association with the Importers' Salon and the Motor and Accessory Manufacturers. E. Rand Hollander, a member of the Show Committee, representing the importers, is in Europe at present, and while abroad will arrange for the foreign exhibits, that will be

more complete than ever before, as the show here comes four weeks after the Paris exhibition.

It was decided that a trade ticket plan would be followed this year that would be more liberal to the exhibitors. The plan for the demonstrators that worked so successfully last year will be retained.

It was decided to have all the main floor and part of the first gallery occupied by American and foreign pleasure vehicles. The taxicab division will be

on the first balcony along with the commercial vehicles and the motorcycles.

The Motor and Accessory Manufacturers will be on the first and second balconies. There is no cellar or basement in connection with the show, the lower part of the Grand Central Palace being a station of the New York Central Railroad.

In attendance at the meeting were H. O. Smith, chairman; R. M. Owen, D. J. Post, Benjamin Briscoe and Alfred Reeves.

Farman's Exhibitions Come to an Abrupt End

As money makes the mare go, so the lack of it has caused Aviator Henri Farman and his aeroplane to come to a dead stop. The distinguished French sky explorer is still at Brighton Beach, N. Y., but his exhibitions came to an abrupt end last Sunday. The Aeroplane Company of New York, the syndicate under the auspices of which Farman came to this country, is said to be owing the aviator a considerable sum of money, none of which seems to be forthcoming.

Negotiations to bring Farman to this country began about four months ago. Thomas R. MacMechen, of St. Louis, editor of the American Aeronaut, was the prime mover in the enterprise and interested other St. Louis men in it. MacMechen first obtained a contract with Farman and that contract was subsequently assigned to the syndicate, which was composed of Samuel Bowman, F. A. Sauerbrunn, G. W. Davis, of St. Louis, and W. A. Engleman and Charles M. Hyde, of New York.

The contract provided that Mr. Farman was to be paid \$6,000 before leaving France and \$240 each day he was in the United States, with \$200 extra for each day when he made flights. All of his expenses were to be paid and he was to make at least fifteen

flights, with as many more as weather and other conditions might warrant. In all he was to receive \$24,600 for his work in this country. His flights in New York were advertised to extend from August 1 to August 15.

Farman's flights in this country have not been entirely successful from the crowd-drawing viewpoint, and the result was that the moneyed promoters tired of their bargain, and started back to St. Louis, leaving MacMechen to be the goat. This latter gentleman stated this week that the company had only \$10,000 to start with and that this amount had been spent. In addition to his \$6,000 guarantee, Farman was given an advance of \$1,680. The rest of the \$10,000 went for expenses. The company now owes Farman one week's salary of \$1,600 and \$800 for four flight days and another \$800 for expenses.

Just how the tangle will be straightened out is not known at the present time, but it is thought that Mr. Farman will return to France in a short time.

Entry of a six-cylinder Acme racer in the Vanderbilt Cup race has been made through Gordon & Flynn, the New York representatives of the car.

Rules for Lowell's Big Race

Entry blanks for the Stock Car Road Race for the Butler-Ames trophy and for cash prizes given by the Lowell Automobile Club have been issued by the latter organization. The race is to be run on the Merrimack Valley course, near Lowell, Mass., on Labor Day, September 7, under the control of the Lowell Automobile Club, the distance being 250 miles. It is restricted to stock chassis and the entrance fee has been fixed at \$250 per car, the entries closing August 20, with John A. McKenna, secretary, Lowell, Mass.

The follownig rules have been formulated for the conduct of the race:

Any American or foreign gasolene stock chassis is eligible providing that its total piston area shall not exceed 103.87 square inches which will admit the equivalent of a four-cylinder engine having a bore of $5\frac{3}{4}$ inches. No steam cars eligible.

The word "Stock Chassis" shall mean that the maker of the same shall have actually manufactured and delivered or have ready for immediate delivery at least 10 similar cars in each and every respect on or before September 1, 1908.

No more than two cars may be entered of any one make.

The number of which may be entered in the race shall be limited to 12. The first 12 entries received shall be accepted. The date of the entry shall be taken from the postmark.

No individual can enter a car without the consent of the manufacturer of such car in writing, unless such manufacturer shall have failed to enter a car within three days before the closing of the entries.

Bodies.—The type of the body is left to the choice of the entrant provided it has seats for at least two and carries at least two (driver and mechanic).

The entry fee shall be \$250.00, which shall accompany the entry.

The Executive Board shall have the power to alter the course at any time up to the actual start of the race if in its opinion it shall be necessary or advantageous.

The Executive Board shall have the

power to establish such controls as in its opinion is necessary and proper.

The Executive Board shall have the power to reject any entry within five days of its receipt without any reason therefor.

After the actual expenses of the race have been paid any sums of money left over shall be refunded to the subscribers pro rata, and after they have been paid,



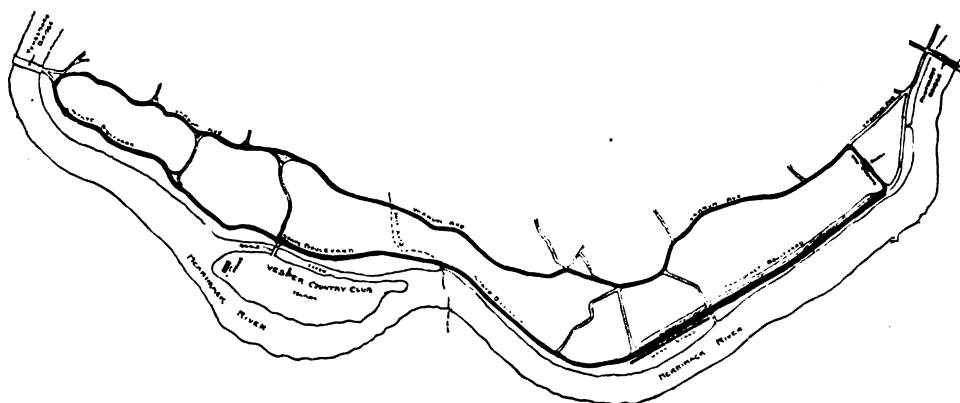
BUTLER AMES TROPHY

the balance will be turned over to proper officials of the town of Tyngboro and the City of Lowell for the improvement of the highways.

No non-skid tires will be allowed in the race.

The Road Racing rules of the A. A. A. shall be the rules of this race, except when they vary from these rules, in which event these rules shall govern.

No repairs or adjustments may be made

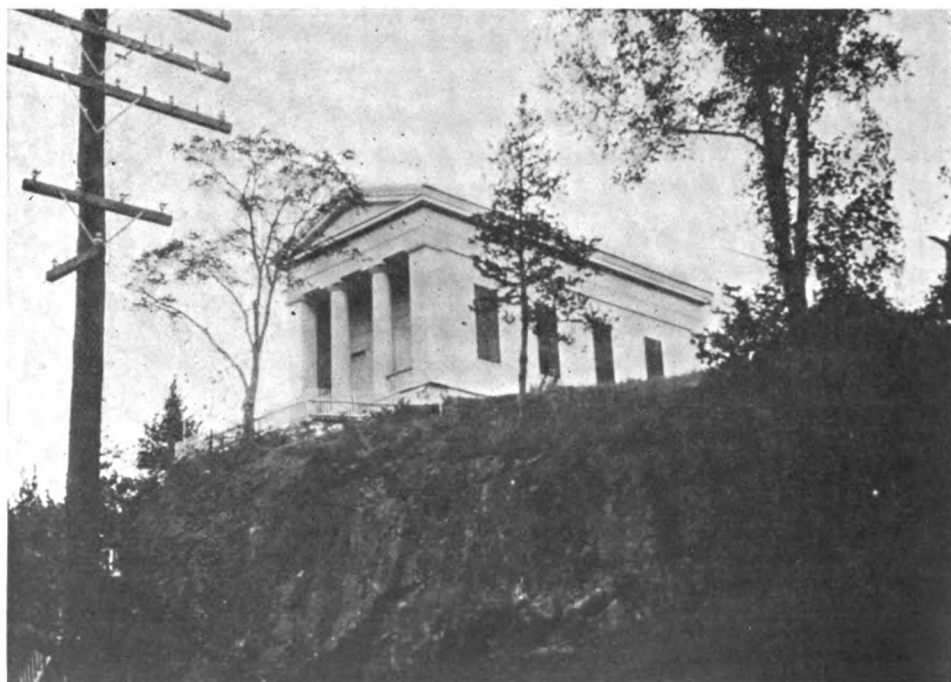


COURSE FOR LOWELL RACE

by anyone but the driver or driver and mechanic, with the single exception of tire repairs and tire replacements. This does not apply to refilling a car with oil, water or gasoline.

Each make of car can have but one sup-

ply station, the exact location of which must be reported to and approved by the Executive Board forty-eight hours before the race, which shall be under their official supervision to see that above provision is carried out.



ON THE TOURING ROUTE TO NEW ENGLAND—A 200-YEARS-OLD MASONIC TEMPLE AT WOODBURY, CONN.

The Development of Steel Making

With the invention of Henry Cort, the puddling of iron and rolling it in grooved rolls, the manufacture of iron in England went forward by leaps and bounds. The old forges by waterfall and near a forest supply of fuel, making four or five tons a week, gave way to factories with great engines, and blast furnaces, turning out thousands of tons annually, says a writer who has been dealing interestingly with the subject of steel processes.

But for steel England was dependent upon Germany and other foreign countries, even far away India sending her share. The steel was what is now called blister and shear steel, and was of a very inferior quality. The process of making it had been known for centuries, yes, even millenniums. The Egyptians and Hindoos knew it before the Christian Era. The process was as follows: Small bars of iron would be packed in roughly granulated charcoal and exposed to a high heat for a long time. This process would last for five or six or even seven days. Then the little bars of carbonized iron could be made into knives, razors, shears or files and even swords. Only the best iron could be used, in Europe, generally a Swedish iron. Later on, these little bars were made into bundles and with a generous sprinkling of sand for a flux would be heated to a welding heat and hammered into what was known as shear or fagot steel. The process of welding and hammering was often repeated several times.

As early as the 13th century, Sheffield began to be noted for the various useful articles of iron and steel made there. Later on, Flemish workmen came from the continent and settled in England, bringing the knowledge of making clasp knives and scythes. At first this blister steel came from Germany, but little by

little the Sheffield makers began to make their own.

This was the state of affairs when Benjamin Huntsman was born in 1704 in Lincolnshire. His parents had immigrated to England from Germany only a few years previously. His father was evidently a craftsman, for Benjamin was brought up as a tinker and when only a boy was noted for his skill and ingenuity in repairing clocks, locks and roasting jacks. Not only was he skillful with tools, but he was very observant and shrewd, so that he came to be regarded as "a wise man."

In the course of his work he was especially hampered by his inability to secure good steel for his tools and for the springs of his clocks. This led him to give thought to discovering a better method for making steel. In 1740 he removed to the neighborhood of Sheffield and continued his studies and experiments in secret. There were no records left in regard to his experiments and the steps he took to reach his ultimate success. The difficulties he had to overcome were very great and even to-day the manufacture of Crucible steel is exacting and delicate. He had to discover a furnace, a crucible, a fuel and a flux that would stand a higher heat than was then known. He had to invent moulds with hoops and wedges, in fact, everything that is now so common around a melting furnace.

Huntsman had his troubles, all right: He swore his workmen to secrecy, made all his melts at night and buried his failures in the ground about his workshop. But long after his death the results were uncovered during excavations and brought to light. The many hundred weights of these "wrecks" that were found told the story of his patience and persistence. But at last his patience won.

Speed Law and Its Interpretation

A plea for the substitution of a "reasonable and proper" speed regulation, such as is in force in Connecticut, for the hard and fast rule of 8, 10 or 20 miles per hour, which finds favor in most states, is made by Alfred E. Ommen, special counsel for the Automobile Club of America.

"If I run my car on Broadway at Fulton street on a week day at 10 miles an hour it is an unreasonable rate," he says, "but if I run it there on Sundays at noon at 15 miles an hour it is not unreasonable. There have been just as many accidents driving a car within the speed limits as beyond it.

"You can take an automobile into the street and use it by going at the rate of 10 miles an hour, but if you go, say, 15 miles, you are arrested and generally convicted and have to pay a fine, the amount of which depends on the location of the arrest. Geography and the temper of the judge have much to do with the amount that you have to pay. What makes this arbitrary distinction? When you go 10 miles an hour where the houses are less than 100 feet apart you obey the law, while if you go 11 at the same place you violate it.

"In Connecticut there is no limit; in New Jersey it is 12 miles an hour; in New Hampshire it is 8. In going around a sharp corner in New York, you must go no faster than a mile in 15 minutes, but in Massachusetts you can lawfully go around in $7\frac{1}{2}$ minutes, while in New Jersey you can legally do it in seven minutes. Under the recent decision of the Court of Appeals in the Hainer case the law in New York City now is that if you go $8\frac{1}{2}$ miles an hour you can be fined \$10 under the city ordinance; if you go $10\frac{1}{2}$ miles an hour, and it is a first offense, you can be fined \$100 for violation of the motor vehicle law.

"The enforcement of the law has been abused and made ridiculous. The police often abuse their power flagrantly, and have created a great deal of antagonism and disgust on the part of motorists generally. The police always lean toward safety to secure a conviction when they make a complaint. A person who is going 20 miles an hour is charged with going 25 or 30 miles. There is not an automobilist in the State of New York who has been arrested and who freely admitted that he violated the speed limit, who does not know that the officer making the arrest "rubbed it into" him by stating that he was going 5 or 10 miles an hour faster than he really was going. The automobilist knows when he is going 15 miles an hour or 25 miles from his judgment of having driven a car for some time or from his speedometer.

"I think the reason for this is that it is impossible to accurately time a car by means of a stop-watch over a measured course where the officer stands four blocks from the starting mark and two blocks from the finish.

"If you find that you are in a trap while riding through the country the best thing to do is to come to a full stop. That destroys all calculations of time.

"In the country places these cases are disposed of by the Justice of the Peace. In the City of New York they are tried by the Court of Special Sessions. You are first brought to the station house, where you can give bail by either depositing \$100 cash, or leaving your car, or executing a surety company bond; or a householder or freeholder, a resident of the county, can give a bond on his personal or real property. If your chauffeur is arrested and you possess personal or real property in the county you can give bond. If, upon a

trial, whether it is in the city or the country, you feel that substantial justice is not going to be done you, be sure to get a record of the case, so that you can use it on appeal. If you have no record that is the end of it, because there is nothing for an Appellate Court to review.

"The reckless automobilist who, with no regard for conditions of traffic, tears through the streets or the country roads at a high rate of speed, should be exterminated, and the only way to do this is to lock up his car for a certain period and take his license away. He is a bane to the proper enjoyment of

the automobile. He causes all the trouble. The man who has his car for his health and his family, who has due regard for other people, should not be unnecessarily arrested and dragged to the station house and compelled to give bail and appear several times in court and pay a heavy fine, just because he may have for a minute or two gone 18 miles an hour in an open country, where the legal limit was 15.

"It is a grave problem, and the solution of it will not be in the law as it now exists in the State of New York, or as it is administered by the courts and police."

New York the Owner of 100 Autos

Just 100 automobiles are owned and in the service of Greater New York—the largest number, in all probability—of any municipality in the world. It took four years to accumulate them, beginning in 1904, and the total cost is placed at a little more than a quarter of a million dollars—\$260,030.38, or \$2,600 per car.

The president of the Borough of Brooklyn has the largest number of cars but they were not so high priced as those of the fire department, costing only \$17,730, as against \$30,150 for the eight of the fire fighters. The following table gives the number and cost of the cars in the service of each department, as well as the name and price of each car and when it was purchased, thus forming a most interesting document:

Department of Street Cleaning

No.	Date	Name	Cost
1—	1904..	Stevens-Duryea	\$1,314.00
1—	1904..	Searchmont	1,250.00
1—	1904..	Panhard	2,750.00
1—	1905—	Panhard	2,500.00
1—	1905..	Fiat	2,500.00
3—	1907..	Lozier	11,800.00
2—	1908..	Winton	4,900.00

Fire Department

No.	Date	Name	Cost
1—	1904..	Columbia	4,000.00
1—	1904..	Locomobile	4,000.00
1—	1906..	Simplex	4,000.00
2—	1906..	Baker Electric.....	4,000.00
1—	1906..	American Mercedes.....	6,250.00
1—	1907..	Locomobile	3,000.00
1—	1908..	Berliet	5,000.00

Police Department

1—	1905..	Panhard	4,800.00
1—	1906..	Simplex	4,000.00
1—	1906..	Locomobile	2,500.00
1—	1906..	Oldsmobile	2,400.00
1—	1906..	Oldsmobile	650.00
1—	1907..	Ford	835.00
1—	1908..	Lozier	4,000.00
1—	1908..	Stevens-Duryea	4,190.00

Department of Public Charities

2—	1908..	Berliet	6,000.00
1—	1908..	White Steamer.....	4,000.00
1—	1908..	Studebaker	4,000.00

President, Borough of Manhattan

1—	1906..	Peerless	4,000.00
1—	1906..	Stearns	5,000.00
1—	1907..	Peerless	5,000.00

President, Borough of Brooklyn

1—	1904..	Knox	2,500.00
1—	1905..	Autocar	990.00
4—	1906..	Autocar ((\$990 each)....	3,960.00
1—	1906..	Peerless	3,997.00
1—	1907..	Mitchell	950.00
1—	1907..	Locomobile	995.00
1—	1907..	Ford	898.00

No.	Date	Name	Cost
1—	1908..	Haynes	950.00
1—	1908..	Mitchell	950.00
1—	1908..	Pope-Toledo	800.00
1—	1908..	Franklin	700.00

President, Borough of Queens

1—	1906..	National	3,900.00
2—	1907..	Winton	4,900.00

President, Borough of Richmond

1—	1904..	Knox	2,600.00
1—	1904..	Queen	1,000.00
1—	1905..	Autocar	500.00
1—	1906..	Locomobile	5,000.00
1—	1907..	Oldsmobile	650.00
1—	1907..	Ford	936.00
1—	1907..	Rambler	2,400.00
1—	1908..	Imperial	2,799.00
1—	1908..	Ford	775.00

President, Borough of the Bronx

1—	1907..	Compound	4,000.00
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Department of Correction

1—	1906..	National	2,500.00
1—	1908..	National	4,500.00

Department of Bridges

1—	1906..	Maxwell	792.00
2—	1906..	Franklin	6,400.00
1—	1907..	Franklin	950.00
1—	1908..	Franklin	4,000.00

Department of Health

1—	1905..	American Mercedes.....	3,975.00
1—	1906..	Columbia	4,000.00
1—	1906..	Northern	990.00
1—	1906..	Baker Electric.....	993.00
1—	1906..	Elmore	3,000.00
1—	1906..	Franklin	3,000.00
1—	1907..	Oldsmobile	3,000.00
1—	1907..	Cadillac	700.00

Department of Docks and Ferries

1—	1906..	Locomobile	2,500.00
1—	1907..	Locomobile	3,275.00

Department of Finance

1—	1906..	Thomas	2,500.00
1—	1907..	Berliet	4,000.00
2—	1907..	Maxwell	1,790.00
1—	1907..	Locomobile	995.00

Department of Parks

1—	1905..	Rambler	1,000.00
1—	1905..	National	2,725.00
1—	1905..	Pope-Toledo	2,985.00
2—	1907..	Pope-Hartfords	6,630.00
1—	1907..	Rainier	4,000.00

Department of Water Supply, Gas and Electricity

1—	1906..	Locomobile	3,700.00
1—	1906..	Columbia	850.00
1—	1907..	Ford	850.00
1—	1907..	Maxwell	902.00
1—	1908..	Studebaker	4,000.00

Board of Education

No.	Date	Name	Cost
1—	1907..	Mack Truck.....	4,700.00
1—	1908..	Mack Truck.....	4,200.00

Board of Water Supply

1—	1907..	Pope-Hartford	2,920.00
1—	1907..	Stanley Steamer.....	792.88
1—	1908..	Locomobile	4,275.00
1—	1908..	Locomobile	2,610.00
1—	1908—	Oldsmobile	3,200.00

Recapitulation

No.	Department	Cost
10—	Dept. of Street Cleaning....	\$27,014.00
8—	Fire Department.....	30,250.00
8—	Police Department.....	23,375.00
4—	Dept. of Public Charities....	14,000.00
3—	President, Manhattan.....	14,000.00
14—	President, Brooklyn.....	17,730.00
3—	President, Queens.....	8,800.00
9—	President, Richmond.....	16,660.00
1—	President, the Bronx.....	4,000.00
2—	Department of Correction...	7,000.00
5—	Department of Bridges.....	12,142.00
8—	Department of Health.....	19,658.00
2—	Department of Docks.....	5,775.00
5—	Department of Finance.....	9,285.00
6—	Department of Parks.....	17,340.00
5—	Department of Water Supply	10,302.00
2—	Board of Education.....	8,600.00
5—	Board of Water Supply.....	13,797.88

100 Total.....\$260,030.38

Total cost of all automobiles, \$260,030.38.

Number of automobiles purchased, 100.

Estimated cost per year all machines for repairs, \$300,000.

Estimated depreciation on cars each year, 50 per cent.

Acme Car in Vanderbilt Race

The latest entrant for the elimination trials is the six-cylinder Acme, which will be entered through one of the Pennsylvania clubs affiliated with the American Automobile Association. Engineers at the Acme factory who are now working on the racer say it will be faster than the six-cylinder which finished third in the stock car races at Savannah last March. It is said at the Acme factory, Reading, Pa., that the car is nearly completed, so it will probably be one of the first of the racing machines to appear here for rehearsal on the new cement parkway.

Says "Impound the Car"

The following letter has been given out, without the name of the writer, who is said to be a retail dealer, by a New York publicity promoter who vouches for its authenticity. It deals with one phase of the speed law enforcement, and is interesting for that and other reasons:

"I note with some annoyance that the many automobile accidents which have occurred lately and have been important figures in the daily news, are beginning to actually scare a number of people who would, under ordinary circumstances, become owners of automobiles. I believe (and the public prints seem to justify the assertion) that the great majority of these accidents are due to fast driving. The speed mania has been present this summer in its most virulent form. Hence we have had painful accidents, severity in the enforcement of speed laws and a setback to legislation which will be felt next winter.

"It is often said that speeding is chargeable largely to drivers. This may be true. My experience, however, has been that some owners are fully as culpable. A chauffeur told me recently that he had left the employ of an owner who persistently told him to 'beat it,' and for no other reason. The chauffeur said he had been arrested three times and, although the owner always paid the fine, the driver grew tired of being 'the goat.' I know of

too many cases where the owners are the men to blame for infraction of the speed laws, to warrant me in laying the blame altogether on the drivers of the cars.

"The fining system is actually a failure. Men who can afford to pay fines laugh at the speed laws. Imprisonment for them would have a salutary effect, but, unfortunately, the imprisonment will, in its enforcement fall heaviest on the poor driver. Thinking over these things, it occurs to me that the very best punishment, and the one most apt to prove effective, would be to impound the car. After a second or third offense, let the authorities confiscate the automobile and deprive the owner of its use for thirty or sixty days.

"I believe this would put a stop to reckless driving and the many failures to observe the rights of pedestrians and others. If it falls unjustly on the owner, whose driver has been joy-riding, or who has violated the laws against the owner's orders, that condition will soon right itself by the production of a race of careful drivers. For the lawless owner, loss of the use of his car; for the lawless chauffeur, loss of his job. That's the answer.

"I understand that such a law would require legislation. But a judge informs me that a law of this kind would be perfectly constitutional. I offer the suggestion."

The Regulation for 1909 Races

Much attention is being paid just now to the new regulation for the races of 1909. We are decidedly afflicted with that unfortunate complaint called "hastiness," says George Prade in *Les Sports*. It is foolish.

In 1905 the Bennett Cup race was

run. In 1906 it was done away with and there was established the regulation of the first Grand Prix, which differed from that of the Bennett Cup, not only in the number of cars, but also in the formula of qualification. In fact, the dead weight of 1.007 kilograms was

still adhered to, but we ceased to exact the national origin of all the parts of the car. And this was of no slight importance, since the winner of the Grand Prix would not have been qualified for the Bennett Cup. In 1907 everything was put aside, and it was decreed that only cars consuming 30 litres to the 100 kilometres would be qualified.

In 1908 the formula of the Congress of Ostend was applied, 4-cylinder motor with 155 mm. bore at a minimum, and a weight of 1,100 kilograms at a minimum. Is there to be a change again for 1909?

It would be wrong to believe, moreover, that it belongs to the Sporting Committee of the A. C. F. to change such regulation that was fixed at the International Congress at Ostend, and such congress alone can change it.

We French should not give other people the impression that we demand that a change be made as soon as we are menaced or beaten.

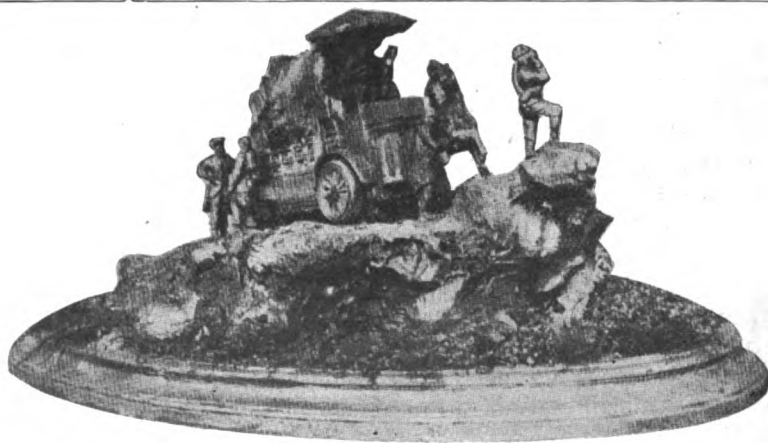
The Bennett Cup menaced us, and we suppressed it. The regulation by weight, which was at first the sole French regulation, and which, through the Bennett Cup, became the international one, was sent kiting.

We created regulation by fuel consumption, or at least (it had been already applied in England) we applied it to the great race and to strong motors. Fiat won and we proclaimed that this regulation by consumption permitted of two combinations, and that we were defeated for having taken the bad one.

We went to the Ostend Congress and proposed the cylinder-bore, and it was accepted. The Germans demanded a bore of 140 mm. We proposed 160. Finally the Germans yielded 15 and we 5. We, therefore, caused our regulation to triumph.

Are we going to proclaim again that we don't know what we want, and, after the Germans submitted to us in the regulation and nevertheless won, to proclaim what we must do to defeat the regulation of the Germans? What rot!

Let us be calm. It is rare that a regulation bears fruit in one year. When the 1,000 kilogram class was created, in 1902, in Paris-Vienna, the first result was deplorable, and deplorable to such a point cars of 1,000 kilograms were beaten by light ones of 650, which dated from 1901. But in 1903, 1904, 1905 the adaptation was made.



TROPHY PRESENTED BY THE FRENCH WAR DEPARTMENT TO THE DE DION COMPANY TO MARK THE HEAVY VEHICLE TRIALS

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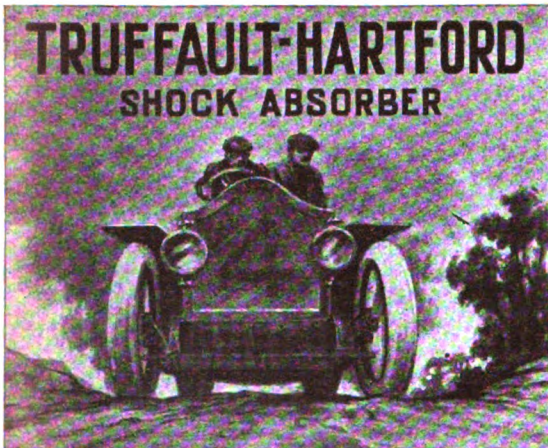
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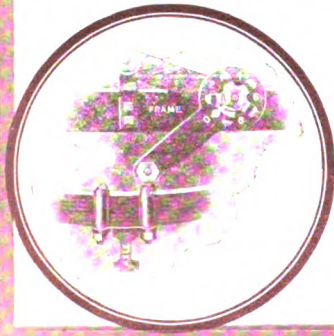
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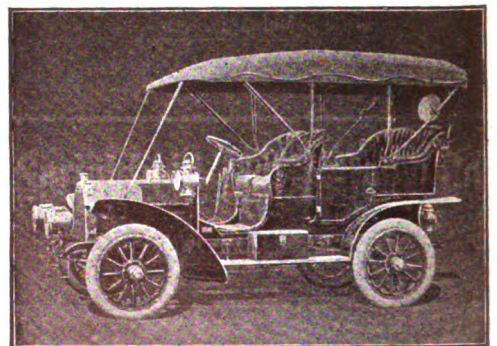
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Double Transcontinental Race Next Summer

July 4, 1909, is the date now set for the start of the double transcontinental endurance contest which the New York Times is organizing. Entries of five American and four foreign cars are said to have been received, which number is expected to be doubled before the start occurs. The American entries are a Thomas, Gearless, Lozier and Maxwells. The foreign competitors are a Fiat, Isotta, Renault and Zust.

Seven cars were formally entered for the contest, which was to have been run this fall. Two others agreed to enter at once if it could be arranged to start during the summer season. It was decided by the seven who were ready to compete at once that they would delay the start for the sake of a bigger field, especially as assurances have been received from others who wish to compete later that they will enter cars for a contest to be held next year. Immediate steps will be taken to lay out the course for the competition, cars starting over the road to determine the best available route and arrange for all the details of the contest.

When the present contest was projected a general request was issued to manufacturers asking if such a competition would be desirable. Sixteen replied favoring it, and no voice was raised in opposition. These sixteen men were asked to formulate the conditions under which the contest should be held, and after several meetings the rules and regulations were drawn. These regulations represent the best thought of men most prominently identified with automobile competitions, and the fact that they were unanimously adopted demonstrates their suitability.

It was provided that the contest should be held between stock chasses fitted with special bodies designed to carry four men and extra supplies, that

the cars should carry a crew of only two men—a driver and a mechanic—who could not be changed except in event of illness or other disability. These men would be required to do all the work of repair and replacement on the road, and would not be permitted to accept outside help of any kind. In addition each car would carry an observer, nominated by another competitor, and a reporter.

The cars would only run between sunrise and an hour after sunset each day, and all repairs and replacements must be made within those hours. The cars would be garaged under seal each night and properly protected against infringement of these rules. This would insure a definite record of all the repairs that were necessary along the route and would inflict a natural time penalty for any necessary replacements. The various contingencies that might arise in such a competition as indicated by the experiences of the competitors in the New York to Paris race and in other transcontinental 'tours were provided for and allowance made for other conditions that might arise. When the work of drawing rules was done, it was agreed that the contest was thoroughly safeguarded.

The route of the contest was laid out to pass through the principal cities of the country, following the Great Lakes and the northern road across the continent on the westward trip and the southern road on the return to New York. It passed through Albany, Syracuse, Rochester, Buffalo, Cleveland, Toledo, Chicago, Cedar Rapids, Omaha, Cheyenne, Ogden, Reno, Sacramento and San Francisco on the way out and Los Angeles, Goldfield, Salt Lake City, Denver, Kansas City, St. Louis, Cincinnati, Pittsburg, Philadelphia and New York on the way back. It is probable

that it will be altered to include Detroit on the outward journey and Washington and Baltimore on the homeward journey, making a total of fifteen of the largest cities in the country through which it would pass. The competition over such a course would be sure to attract the most widespread interest and to arouse tremendous enthusiasm.

All these details of the contest are in the hands of a general committee, con-

sisting of one representative of each contestant, while the management of the competition would be in the hands of an executive committee of prominent disinterested automobilists, and also a technical committee similarly composed. In this way it is anticipated that the competition can be conducted on a sound basis throughout, and the strictest enforcement of rules and conditions secured.

English Dust Trials at Brooklands

The annual dust trials, which were first held by the Royal Automobile Club on the Brooklands, England, track last year, were repeated late in July. The results will not be given out for some time, as the officials are engaged in the task of drawing conclusions from the vast mass of data compiled and the large number of photographs taken during the trials.

The arrangements made for the conduct of the trial were almost identical to those of last year. A stretch on the finishing straight of the track was laid with fine limestone dust to the depth of an inch or two, and every car was required to travel over it twice at speeds of 20 miles per hour and 30 miles per hour respectively. The dust-covered stretch measured 200 feet in length by a width of 10 feet, and an endless cord with ribbons tied to it at intervals was kept in motion alongside the track by an electric motor to act as a guide for speed to the competitors.

On the first day, standard cars alone were tested, those in Class I being manufacturers' entries, and those in Class II being amateurs' cars, representing the provincial clubs of which the owners and drivers were members. All altered cars and those fitted with special devices had to be entered in Class III, and these machines were put

through their paces on the following day, Tuesday.

Care was taken, as before, to ensure similarity of tires and tire-pressure in Class I, ordinary smooth-treaded pneumatics being insisted upon, and the air-pressure in all cases measured, while in order to make the tests as instructive as possible, some non-competing vehicles—including a horse-drawn trap, a car equipped with a number of differently-tired detachable wheels, a racing car and some steam cars—were driven over the dust at intervals, and other similar experiments were conducted.

Sandwich Is Sensible

The town of Sandwich, Mass., has increased the speed limit in the village 5 miles, making it now 15 through the thickly settled parts and 25 on the outlying roads. This is said to be one of the fairest towns in the state to the autoists, and they appreciate it, as there has not been an arrest made, and not a single one has had to be warned.

To Sign-Post Hartford

The sign post committee of the Automobile Club of Hartford is busy carrying on its sign posting campaign. It is the intention to post practically all the roads within 25 miles of Hartford.

The New York-Paris Committee Marks Time

Upon the arrival in Paris of the Protos and Thomas cars in the New York-Paris race, the "New York-Paris Race Committee" met and devoted itself to the consideration of the status of the contest at that time. As a result of their deliberations they issued a statement, some paragraphs of which are so weird that the whole document takes on a humorous appearance and even resembles opera bouffe. The statement follows:

"The New York-Paris Committee, assembled at the office of the *Matin* on the 24th of July, 1908, decided that the arrivals of the competitors should be established as follows:

"The Protos car, which started from Berlin by the road for Hamburg and the tour of the world, finished, *de facto*, its circuit at Berlin.

"The Thomas car, which started from New York, must reach New York in order to have finished the tour of the world.

"The Zust car, which started from Paris, must reach Paris in order to have finished the tour of the world.

"The classification cannot be effected until after the arrival of the Thomas car at New York and the Zust at Paris.

"The Protos car, which reached Berlin first upon the Berlin-Vladivostok line, cannot yet be classified. During the tour of the world, it took the railroad in order to cross the Rocky Mountains, between Ogden and the Pacific Coast, and was unable to pass through Japan, having been shipped directly by boat from Seattle to Vladivostok in order to be repaired there."

Their Red Letter Day

TOLEDO, O., August 3.—It was a little thing to do, but the doing of it filled with joy and gladness the hearts of 36 unfortunate little children, who are still singing the praises of Miss Minnie Baum, Miss Georgia Bowen and Manager S. J. Fisk, of the White Steamer garage, who gave them an automobile outing recently. The route led them along beautiful country roads, through dense woods and over sparkling streams, with a grand finish at the playgrounds of the Toledo Educational Club, where romping games and good things galore placed "White Day" in the same category with Fourth of July and circus day.

Not an accident or jolt of any kind marred the festivities, and it is safe to say that July 22, 1908, has been indelibly stamped upon the memories of three dozen little unfortunates who, in the years to come, will entertain a broader view of humanity because of a

kindly remembrance in days of adversity.

Philadelphians Must Pay Twice

Nearly three thousand owners of automobiles in Philadelphia have all season long operated their machines with State permits only, regardless of the fact that an additional city license is required, and in order to put a stop to this evasion of the law the Department of Public Safety will in the near future issue a circular letter calling attention to the fact that a city license is just as necessary as a State license.

The cost of a city license is \$2 per year for the original license and \$1 for each year in the future. Owners and operators of automobiles have all along contended that a State license is sufficient, but the local authorities will in the future make every effort possible to enforce the provisions.

Two Plans for Utilizing Military Cars

The British War Office will doubtless watch with close attention the scheme that has been introduced by the German military authorities for obtaining a large number of motor cars at a moment's notice in case of war, says the *Automotor Journal*, London. It must not be supposed—as the general tendency is with the public in this country—that the home authorities have been idle in this direction, or that the British War Office would be without any cars at a time when a sudden emergency might demand them, for our readers will remember that there already exists a special corps (the Army Motor Reserve) and that, as the Motor Volunteer Corps (under which name it was founded) it was brought into being some considerable time ago.

There are, nevertheless, many marked differences between the British scheme and that which is now being adopted in Germany; and it is, therefore, on that score that a watchful eye should be kept on future developments the other side of the channel in order to see which plan answers its purpose best. Primarily the main difference between them lies in the fact that it is the car owner who is given the chance to take a commission in the British army, whereas in Germany it is the car itself for which a subsidy is offered under agreement with the owner. But hardly less distinctive is the apparent greater liberality of the German War Office—at any rate, in time of peace—or the greater exclusiveness of our own arrangement, which only seeks to secure the services of those who are eligible as officers on a special regimental rate of pay.

According to the German system, any private owner or any manufacturer in the country can obtain an annual grant of something like 50 pounds provided that his car answers certain specified re-

quirements, and that it is maintained for a period of at least five years in a state of repair which is deemed satisfactory to the authorities. The owner has to enter into an agreement to sell the car to the authorities for a sum of about 200 pounds if it is required for active service, and he undertakes, if he disposes of it in any other way, only to sell it to some fellow countryman residing in Germany who is willing to take over the original contract with the War Office. The figures we have just mentioned refer to cars of 30 horsepower, but larger sums may be paid for more powerful vehicles, and extra payments are made in the case of cars which can use certain home manufactured fuels in lieu of imported petroleum spirit.

All this, of course, opens up a very different field to that encouraged by the British Army Motor Reserve, besides involving a heavier expenditure from the treasury every year. By the British plan—of which we gave full details in January last—every officer has to place his services and his car at the disposal of the Army Council for at least six days in every year, or whenever called upon to do so, and is liable in case of national emergency for service at home or abroad. Apart from his regular peace allowance, (30s. per day for the use of his car, plus 1¼d. per mile for petrol), he is entitled to additional pay (varying from 24s. to 7s. 9d. per day according to rank) during any emergency period, when his car may be hired or bought from him at an assessed price.

Fourth Car for Vanderbilt Race

A fourth car has been entered for the Vanderbilt Cup race, which is to be run October 24 on a course on Long Island. It is a six-cylinder Great Chadwick, entered by L. S. Chadwick.

PREVENTIVES AND REMEDIES

An air lock in the water circulation is a troublesome matter, and one which will probably puzzle the amateur motorist more than anything else in connection with water cooling. There are several ways in which air locks or air pockets may be formed. By air lock it is understood that air has been drawn into the water pipes, and forms a complete cushion between two bodies of water, which effectually prevents its flowing. One of the most frequent causes of forming an air lock is putting a fresh supply of water into the tank when there is a small amount of water running in the pipes, which are below the level of the tank. The water rushing into these pipes prevents the air escaping, and thus the air lock is formed. To prevent this, if there is a small amount of water left in the radiator and connecting pipes, it has been found best to drain it completely away, put in fresh water, allowing the drain tap to remain open until this flows through. By this procedure the air will, of course, be driven out of the pipes, being forced through the drain tap by the water behind it.

When about to inflate a tire always give a few strokes of the pump before attaching it to the valve, in order to blow out any grit.

To cover the muffler and exhaust piping of a car two coats of paint made as follows have been recommended: Boiled linseed oil, 1-5 lb.; japan varnish, 1-5 lb.; spirits of turpentine, 2-5 lb.; lamp black, 1½ oz.; pure powdered graphite, 1½ oz.; powdered oxide of manganese, ¾ oz. First mix the linseed oil and the japan varnish well together, then add in the order named, and stirring all the time, the lamp black, the graphite and the powdered manganese. The solids should be added slowly, and the stirring briskly maintained. As the mixture thickens thin it down with the turps, until the quantity mentioned is added. This paint should be used at once, for it dries rapidly, and every time the brush is dipped the mixture should be carefully stirred. It is well to paint the mufflers while it is hot, first cleaning it thoroughly.

A frequent cause of overheating in modern cars, particularly on those where no pump

is employed, is slipping of the fan belt. It is most necessary that a fan should always be doing its work thoroughly.

Should a carburetter catch fire through a back shot, the fire may occasionally be extinguished by turning off the gasolene and racing the engine.

Before attempting to dismantle an engine, gear-box, or any other part of a car, it is essential that its construction should be fully known. If one goes at the task blindly by removing all the nuts in sight, without knowing just what effect the freeing of each one of the fastening devices will produce, the chances are that an unnecessary amount of work will be done; parts may be thrown out of relation which need not have been disturbed. If a drawing showing exactly the way in which all parts are secured together can be secured five minutes' study of this will be worth more than half an hour with the spanner, removing nuts in a half experimental manner. If no such guide to the method of putting together of the mechanism is to be had, it is worth while to study the relation of the actual parts until there is no doubt as to the particular function of each bolt, or other holding device, and as to what will happen when each is removed.

A gasolene engine will often have good compression when cold and have next to none at all after it has run for some time. When an engine acts in this way the trouble is usually due to leakage past the valves on account of the small amount of clearance between the valve stems and the tappets or push rods. When the stems and valves are cold the latter seat properly, but when the former are heated, and of course expanded, the valves are prevented from seating by the stems resting on the tappets.

If the engine of the car has adjustable valve tappets the valves can always be kept nicely synchronised. Get a chart from the manufacturers and have the fly-wheel accurately marked so that the different positions in line with the pointer can be readily obtained. Occasionally go over the valves; it makes a wonderful difference to the even running of an engine.

SOMEWHAT PERSONAL

Mountain tours have begun in earnest, and from now until the end of September the popular resorts will have all they can do to take care of the motorists. One of the places best fitted to accommodate automobilists is the Mount Washington at Bretton Woods, N. H. Included among others now stopping at this favored rendezvous are E. B. Bacon, Louisville, Ky.; Mrs. J. R. Wiggings, Mrs. Felix Eckerson and Mrs. Catherine S. Conway, Philadelphia; W. H. Donner, Robert Donner and Joseph Donner, Pittsburg; Mr. and Mrs. C. J. Canfield, Mr. and Mrs. G. W. Swigart and Miss Mildred Swigart, Chicago; Mr. and Mrs. J. P. Starks and the Misses Guthrie, Louisville, Ky., and Mr. and Mrs. Joseph Martin Schenck and D. O. Brown, of New York.

A party of Providence, R. I., motorists, comprised of Gen. and Mrs. Henry A. Bishop, Henry A. Bishop, Jr., Miss Henrietta Bishop and W. E. Burnham, started recently on an automobile trip to Rockland, Me. From Rockland it is intended to resume the trip along the Penobscot to Bangor and Old town. While in Maine the party intend camping near Carr's Pond, where Gen. Bishop has a hunting lodge.

An automobile trip through New York, Vermont, New Hampshire and Maine in a 60 hp. Stearns car is being enjoyed by Mr. and Mrs. Frank Fleer, of Philadelphia. They will be gone from four to six weeks.

An automobile trip to several of the Jersey Coast resorts has just been completed by a party of Philadelphia motorists comprised of Mr. and Mrs. T. H. MacDonald and Mr. and Mrs. C. W. Welch. During the past three months Mr. MacDonald has done more than 6,000 miles of touring.

Automobile trips north along the Hudson River to Albany, thence through Saratoga and into the Champlain Valley, with Hotel Champlain as a rendezvous, are attracting a great many metropolitan motorists this year. Among others to recently make this trip were J. T. Beckwith, Miss E.

Wade and Miss Olga Gordon, New York, in a Fiat car; Mr. and Mrs. James G. Cannon, New York, in a Thomas car, and Mr. and Mrs. John T. Doe and Chas. Milward, Philadelphia, in a Pierce car.

Mr. and Mrs. Frank T. Holt, of Staunton, Va., accompanied by their three children and Mr. Holt's mother, recently made an automobile trip to Atlantic City, stopping at Philadelphia en route. Mr. Holt reports the southern highways as being generally fair at this season.

Among the western motorists now enjoying tours on the other side is H. Kountze, of Denver, Colo. He left London a few days ago for a trip through the British Isles, after which he will cross to the continent for a few weeks' touring before returning to this country.

Baden-Baden, the famous German watering place, has attracted a great many American motorists this season. Among others recently seen there are C. L. Painter, Pittsburg; J. B. MacFatrigh, Chicago; W. H. Ashburt, Philadelphia, and Louis Ralston and C. B. Young, New York.

Dr. John Vanderstolp and wife, of Grand Rapids, drove their touring car to Boston, via the Canadian route, to take part in the Pythian conclave. They are returning through New York State.

An automobile trip from St. Louis to Bretton Woods, N. H., in a White car has just been completed by a party consisting of Mr. and Mrs. L. Jordon and Mr. and Mrs. J. P. Sewell.

F. A. Benzhaf, a well-known San Francisco motorist, recently toured in his 20 hp. White car in Bear Valley, Lake County, Cal. The party on the first day out from San Francisco camped about three miles above Pieta, whence they proceeded to Bear Creek, then through the towns of Lakeport and Upper Lake, over Elk Mountain, 4,300 feet above the sea. The ascent to the mountain is six miles long and in places has a grade of 40 per cent.

SOCIETY

In the Adirondack camps the past week has been a very busy one among the social element. Many new arrivals have been welcomed at the camps, and those already in have been making life gay with dinner parties and picnics. Payne Whitney and a party of friends went up to Barney Camp, on Upper St. Regis Lake, last week. Mr. and Mrs. Robert Garrett returned to their Upper St. Regis camp early this week, and took with them 20 guests, their fourth house party this season. The Rev. Anson Phelps Stokes, Jr., has returned to Birch Island, on Upper St. Regis Lake. Mr. and Mrs. Anson Phelps Stokes, I. N. Phelps Stokes and Mr. and Mrs. John Sherman Hoyt are spending the summer at Eagle Island camp, Upper Saranac Lake. Mr. and Mrs. Joseph B. Dickson are entertaining Miss Marguerite Vernam, Miss Mary Merrill, Miss Alice Dickson, Miss Augusta Litchford, F. B. Richardson, H. V. Telfair, Palmer Litchford and Thomas Dickson. The Mitchell camp on Upper St. Regis Lake is being occupied by Miss M. L. Moran, A. D. Moran, Miss H. Dorothy Doran and Mr. and Mrs. Edward S. Knapp. Mrs. John G. Agar, Masters J. and B. Agar and E. W. Foote, who are at the Agar camp, on Upper Saranac Lake, visited Paul Smith's in their automobile last week. Mrs. Agar is entertaining her brother, Mr. Macdonough, at camp. Mr. and Mrs. Carl B. Ely, Mrs. Garrison and Mrs. Allen are guests of Henry L. Hotchkiss, at Camp Potluck, on Spitfire Lake. Mr. and Mrs. E. N. Kimball, Jr., of Boston, are summering at the Wawbeek on Upper Saranac Lake.

Newport is experiencing a continued gayety, and the season bids fair to be one of the most successful at this popular resort. Included among the interesting features of the year at Newport is the return of some cottagers who were prominent there a decade or so ago. Among them are Mr. and Mrs. C. Oliver Iselin, Mr. Stanley Mortimer, Mr. and Mrs. Joseph S. Stevens and Mr. and Mrs. Bayard Thayer. Mr. and Mrs. Iselin, in particular, are very much enjoying Newport and their old and new friends are seeing to it that they are given a sort of welcome home.

News that Mrs. Vanderbilt would return to this country and go to Newport for the autumn season gave much delight to her wide circle of friends, though it was hardly a surprise to them. It seems that Mrs. Vanderbilt greatly enjoys Newport in the autumn, which she spent there last year, and it is for this that she is now to come back. Since it is only natural to presume that the Count and Countess Szechenyi will return with Mrs. Vanderbilt there are extraordinary indications that the autumn season will be very gay. Mrs. Frederick Pearson and Miss Effie Pearson are also to return to Newport for the autumn season. They have recently come back from Europe, and they are at their summer place at Bar Harbor. Their villa at Ochre Point is all ready for their entry, but they will not occupy it before September 1. Mrs. Oliver H. P. Belmont's return to Newport for the autumn has now been arranged definitely, and it is her intention to sail from Europe September 2.

London has seen a great deal of America's fashionable element this season, but that city is rapidly becoming deserted, the tide of travel having set toward the continent and the lake region of England. Gen. and Mrs. Lloyd Bryce and son have left London in their car for a tour of France and Switzerland. From a motor trip in the country Mr. and Mrs. Cortlandt Field Bishop have arrived at the Hotel Ritz, London, but will leave there soon for a more extended tour. Mr. and Mrs. Russell Peabody and family, of Boston, are taking a most attractive automobile trip. Without any set plans, the Peabodys are going through the cathedral towns of England.

There are plenty of society folks at Saratoga just now, and while it is the horse racing which takes many of them there, yet when they are away from the track it is plainly evident that the automobile plays an important part in their social welfare. Included among the better known of the motoring contingent now at Saratoga are Mr. R. T. Wilson, Jr., Mr. Thos. R. Hitchcock, Jr., Mr. Herman B. Duryea, Mr. and Mrs. August Belmont, Mr. and Mrs. De Lancey Kane and Mr. and Mrs. Augustus Kirkland.

C L U B S

The Atlantic City Automobile Club represents very much the intimation of the Freeholders of Atlantic County that the club members are in league with motorists who break the Jersey automobile law. There has been somewhat of a war on between the county authorities and the club for the last few weeks because the latter body posted men at prominent places on the highways to warn visiting tourists of the speed traps. The club members declare that they want the laws obeyed, but that their fight is confined to stopping the justices and the constables who are after fees more than they are the law-breakers, from mulcting the motorists. "We are wholly in sympathy with the object of the Freeholders," says Chairman Cook, of the Road Committee of the club. "The driver who sends his machine over the road at 60 miles an hour is a danger not only to the private teams, but to other autoists. We want them taken off the highways. But it cannot be done by persecuting the drivers who run at a moderate speed. The machine owner has little chance for defense when a charge is made, because the constables and the magistrates, if they are after hold-up money, are in cahoots, and it is pay or put up bail with every indication of conviction."

Vice-President J. R. Jackson, of the Michigan Automobile Association, is organizing clubs in Big Rapids and Benton Harbor. The Big Rapids club will start with 35 members and will be ready for business very soon. The Benton Harbor club may broaden its scope to include St. Joseph, but in any event will organize with 50 members and will be permanently formed during August. Both will immediately affiliate with the State organization. Saginaw, with 75 members, and Jackson, with the like number, are expected to get into line during the fall. This will give eleven clubs and about 1,200 members, there now being 900 enrolled in the Michigan association.

The New Jersey Automobile and Motor Club's membership list was increased last week by the election of 30 new members as follows: Leslie G. Dey, David McCurdy, Louis Becker and John Becker, all of

Newark; Herbert I. Towle, Wilfred J. Tanpier and Basil W. Rowe, New York; W. L. Mason, Charles V. Gabriel, Montclair; George H. Gaston and J. E. Hulshizer, Bernardsville; Arthur Y. Meeker, Upper Montclair; W. L. Sergeant, A. B. Proal, Nutley; J. H. Greene, Jr., Plainfield; H. L. Lippencott, East Orange; H. B. Vaughan, Charles R. Hadden, Madison; Ernest Pfenning, Passaic. The following associate members were also elected: Wilfred A. Manchec, Robert B. Cross, Clarence T. Fuller, Nat Hymes and Albert Shurr, all of Newark; Robert Wilson, New York; J. W. Van Gieson, Montclair.

Through the courtesy of Lewis E. Taubel the Norristown (Pa.) Automobile Club has been offered, at a nominal sum, the use of a clubhouse and pleasure ground. The club members have considered the offer very favorably, and it is quite likely they will avail themselves of it. The proposed clubhouse is on the Kline farm, on the Ridge Pike, above Jeffersonville. The fine mansion upon it, of cut stone, is comparatively new and is modern in all its appointments. It is adaptable at little expense to conversion into a modern and complete clubhouse. It is also proposed to construct golf links and places for other outdoor sports.

September 25 and 26 are the dates set by the Associated Automobile Clubs of New Jersey for the Good Roads and Legislative convention which is to be held in Atlantic City. Arrangements for the event are taking shape rapidly, and from the present outlook it will be attended with good success.

The 1908 Year Book of the Long Island Automobile Club was distributed to members this week.

The Automobile Club of Pittsburg, Pa., is compiling a new edition of the club road book, covering Western Pennsylvania and through routes out of Pittsburg. The book will be issued next season.

The Automobile Club of California is preparing a series of road maps of the counties of that State. The maps are on a large scale, and before they are issued the supervisors and surveyors of each county will be asked to correct and revise them.

S P O R T S

Wilbraham Hill, a short distance from Springfield, Mass., will be the scene of a hill-climbing contest on September 11. The event is being promoted by the Springfield Automobile Club and promises to be a very interesting affair. The hill is 5,280 feet long and consists of a succession of grades varying from 6 to 23 per cent. The total rise for the measured mile is 453.1 feet, the average grade being 2.5 per cent. The last quarter drops from 14.5 per cent. to 9.1 per cent. at the finish line. Just before reaching the steepest grade, there is a two per cent down grade that will give the contestants an opportunity to get a shooting start for the stiff grade. The timing will be done by the New York Timing Club. There will be 21 events, including the regular stock car events, event for members of the club, record of the hill event and two motorcycle events. President Mark Aitken, of the club, has announced that he will give a silver cup for the fastest time on the hill regardless of event. This cup is to be known as the President's Cup.

In an automobile race meet held on the Blue Grass Fair Grounds track in Lexington, Ky., on Monday of this week, Barney Oldfield broke the track record, driving a mile in 59½ seconds. Charles Soules, who was racing against Oldfield, did the mile in 59¾ seconds.

A hill-climbing contest was held on Chapel Hill, New London, Conn., last week, a Corbin car, driven by A. S. Lee, securing the lion's share of the honors. In class B a Corbin and an Elmore met, the former winning in 1:19.4-5. In class C Lee drove his Corbin to another victory in 1:17.2-5. Three other machines entered this event, the second to finish being a Pope-Hartford, in 1:23.4-5. Again in class D the Corbin pulled in ahead in 1:17.3-5, with a Stearns second, in 1:23.4-5. The fastest time of the day was in the free-for-all, which was won by Lee in his Corbin, in 1:12.4-5.

September 23 and 24 are the dates set by the Bay State Automobile Association for its 24-hour endurance contest. The start will be made from Boston at 10 o'clock

on the morning of the first day, touring to Bretton Woods. Here a stop of one hour will be made and the run will finish at the clubhouse in Boston at 11 o'clock on the morning of the 24th. Two controls more of half an hour each are being considered. If they are included it will be noon when the finish is made. The contest will be practically a sealed bonnet affair, although hoods will not be closed for the reason that on some cars oiling is done under the hood instead of from the dash. In every other respect, though, the rules of a sealed bonnet contest will be enforced. The run will be of about 385 miles and the route through Portsmouth, Dover, Rochester and the Conways to Bretton Woods. Drivers will be changed there. From Bretton Woods the route will be through Bethlehem, Mt. Agassiz, the three-mile climb through Franconia Notch, Plymouth, Manchester, Lowell and Boston.

The annual Coupe D'Evreux, which is conducted in France under direction of Les Sports, will this year be held on September 13.

A three-days' reliability run, to be held some time during the latter part of August, is being promoted by the automobile dealers of Toledo, O. The idea is to run from Toledo to Columbus the first day, from Columbus to Cleveland the second day, and from Cleveland to Toledo the third day. This is the first time any such event has ever been planned for Ohio. Dealers not only in Toledo, but in Cleveland and Columbus, are showing great interest in the event and the Toledo club is trying to get a large number of individuals to enter as well.

Max Rosenfeld, president, and Charles S. Howard, chairman of the Runs and Tours Committee of the California Automobile Dealers' Association, at a conference held at Del Monte recently, decided to begin preparations at once for a run to Los Angeles, about 480 miles, to start on September 1. At Los Angeles it is proposed to hold a conference between the dealers of northern and southern California on the subject of improvement of the roads; and to endeavor to secure the passage of a bill for making a State highway from the northern to the southern boundary of California.

A E R O N A U T I C S

The whole aeronautical world has expressed to Count Zeppelin its regret over the destruction last week of the count's airship, Zeppelin IV, at Echterdingen, Germany. An evidence of the sympathy felt for Zeppelin is the fact that \$375,000 has already been raised to aid him in the construction of another dirigible. Of this sum the German government has given \$125,000 and Emperor William has personally given \$2,500. A national committee has been formed at Stuttgart under the presidency of the Prince von Hohenlohe-Langenburg to take charge of the public subscription for Count Zeppelin. From every city in the empire comes the announcement of the opening of subscription lists. These lists are rapidly filling up with sums ranging from \$2,500 to a single mark. The government of Hesse has decided to erect a commemorative stone at the scene of the disaster. What was left of Zeppelin's machine has been torn asunder by workmen. Only a narrow streak of burned grass marked the spot where the airship made its descent. Some of the delicate and complicated machinery seemed still to be perfectly good, and even the instruments for the taking of photographic views during flight escaped destruction in the explosion. Everything of value that might be used again has been either removed to a place of safety or is under guard. The ground, however, is littered with remnants of half-burned balloon cloth and splinters of wood and aluminum. The two gondolas that were suspended beneath the car are practically intact, and the forward motor was still in order when it was tried.

Initial steps toward the formation of a society, national in scope, for the advancement of the science of aerial navigation, were taken in Washington a few days ago. The new organization is to be known as the National Aeronautical Society and will be devoted to facilitating work of scientists engaged in research and experimentation in aerodynamics. The preliminary steps for the organization for the new society were taken at an informal meeting of men active in aeronautics. Those present were Prof. Albert Zahm, of the Catholic University of America; Dr. D. G. Fair-

child, Augustus Post, secretary of the Aero Club of America; Willis Moore, chief of the Weather Bureau; Maj. Squiers, Capt. Wallace and Lieut. Frank P. Lahm, of the Signal Corps.

In all probability the French military grounds, Issy-les-Molineaux, which were recently closed to the use of aeronauts, will be open again in a few days. A short time ago Captain Firber, M. Bieriot and M. Georges Besancon called upon the Prefect of Police and explained the situation so clearly that M. Lepine, who is never opposed to any reasonable scheme, showed himself indulgent, and with the best grace declared that if the Minister of War had no objections to offer he would be willing to allow aeroplane practice between the hours of four and six in the morning in summer and six and eight in the winter. He imposed as conditions that notice be given the day before and a company of eight "agents" in charge of a "brigadier" be present at a cost of eighteen or twenty francs. The deputation accepted the conditions, and M. Lepine promised to write to the Minister informing him of his terms. There is no reason to think that the war authorities will offer any objections to the scheme.

Under the auspices of the Aero Club of Ohio, a successful balloon flight of 52 miles in the balloon Sky Pilot was made last Saturday by J. H. Wade, Jr., and A. H. Morgan, of Cleveland, together with Walter Monroe, also of Cleveland, as passengers. The start of the flight was from Canton at 12.35 o'clock, and the landing was at Stillwell, 52 miles south, early in the evening. When the flight was started Wade, who was making his second aerial flight, was somewhat overcome by gas.

It is said that Lewis Nixon, the well-known ship builder, will soon bring out a distinct type of flying machine.

It is rumored in Europe that M. Delagrangé, as the outcome of his recent experiments, contemplates constructing a three-decker aeroplane, which he believes will be stable in any wind.

Too Much Oil and No Remedy Ready

The application of an oil emulsion to the road surface, practiced by the Lincoln Park Commissioners, has been subjected to unstinted criticism and has evoked the explanation that while the censure is in a measure deserved, no more satisfactory procedure has yet been discovered, says the Chicago Automobile Club Journal.

T. N. Koehler, first vice-president of the Chicago Automobile Club, brought the subject before the Board of Managers of the Plymouth Place organization at their last meeting; and at his suggestion the matter was laid before the Lincoln Park Commissioners.

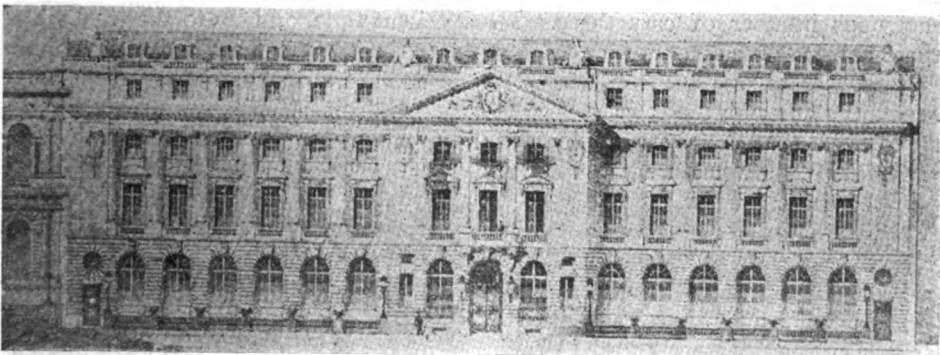
The oil has been so freely applied to the surface of the roadway in Lincoln Park and at other points on the boulevards under the supervision of the park board, that it has not soaked into the surface, but has remained standing in a thin film, with here and there little pools. A slimy, slippery surface has resulted, and cars passing along the roadway have thrown a small shower of the fluid. The oil has been splashed freely upon the cars, and whenever the wheels have swerved from a straight line, the motion has been sufficient to

divert a portion of the oil to the occupants of the machines. Several women have complained of clothing ruined by this unexpected application of the superfluous oil which was originally intended only for the road surface.

"We have been as much disturbed about the oil on the streets as have you," declared M. H. West, acting superintendent of the Lincoln Park System, in a letter addressed to the Chicago Automobile Club. "It is impossible, however, to dry up this oil by the use of sand or screenings until it has set sufficiently. Otherwise, the oil coming through the screenings and sand when it is fresh will cause ruts to form, and the entire road would have to be re-oiled.

"We are aware that it causes some inconvenience to persons washing automobiles, but, on the other hand, it is more than offset by the inconvenience and expense caused us by the wear and tear of the machines on the road.

"The matter of repairing roads in such a way as to keep them from being torn up by automobiles, and at a cost which comes within the means of our park system, is a matter which we have not been able to solve."



DESIGN FOR ROYAL AUTOMOBILE CLUB'S NEW HOME

An Economical Trip Through Europe

Dr. A. H. Heaton, the Sedalia, Mo., physician who is making a 7,000-mile tour through Europe, has been talking in an interesting fashion about his experiences. He left New York late in April and began his tour from Paris on May 15.

"Before leaving Paris I had to undergo a severe examination as to my ability to drive," he says. "Having successfully passed those requirements relating to mental equipment, habits, etc., the examiner went out in the car with me for the final test on the boulevard.

"Take every vehicle of every nature in Detroit, mass them on Woodward Avenue, and you know how the boulevards are crowded at all hours. There are no speed laws in Paris—go as fast as you can—if a pedestrian is run down, he, not the driver, is arrested. The laws are very strict in regard to signals—there is no indiscriminate tooting of horns allowed. Every sound means something definite. A horn blown behind you means the car behind is speedier and desires to pass. You must immediately pull to the side and permit the approaching car to pass. The use of rear lights is enforced. Ill-smelling exhausts forbidden and violations severely punished.

"There are fewer automobile accidents in Paris than in Detroit despite the enormous number of cars there. My examiner gave me a command suddenly to stop. With one foot on the emergency, the other on the reverse, I pulled up so short that he went over the dash and would have fallen out had I not caught him. I passed.

"With me on the tour was Mr. Emil Bichsel, a fellow townsman, and we traveled in a 15 hp. runabout. The route lay southwest from Paris over the Cevennes Mountains through Moulin, Monte Carlo and Lyons, and from Paris

to Genoa, Italy, we made the entire distance on high speed. On June 5 we rested above the clouds, several inches of snow covering the top of the mountains. The next day in the valley we found it 80 degrees in the shade.

"The trip through France was delightful. The roads, though hilly, are very fine—regular boulevards—the scenery is wonderful, and touring through the country a glorious experience.

"Stopping only at the best of hotels, living well at every stage, our expense for the week ending May 23, covering the trip from Paris to Genoa, was \$3.08 per day per person. This did not cover luxuries, of course, but included hotel bills, gasoline and oil, garage charges, repairs and tips.

"From Genoa we went south to Rome and Pompeii, and up the eastern shore of Italy to Venice, practically traversing the entire coast of Italy. Striking east once more, we entered Switzerland, making successively Geneva, Berne, Interlaken and Luzerne. The trip over the mountains from Interlaken to Luzerne, while hazardous, was well worth the time. The pass is open to automobiles only between 9 a. m. and 4 p. m., being too hisky at other hours.

"We had no trouble going over the mountains of Switzerland, making excellent time, and up to the time we entered Germany had had no repairs of any kind to make.

"Entering Germany we visited Strassburg and Berlin, then crossed the country through the Netherlands, south through Belgium, and back to Paris. From Paris we crossed the English Channel to London and visited the principal cities of England, Scotland and Ireland.

"We saw more of Europe than the average tourist ever sees. We had no

inconvenience waiting for trains, hunting up baggage, securing tickets—no stuffy railway coaches, no sticking to circumscribed roads bound down by steel rails. We traveled on no such schedule, went as fast or as slowly as we desired, saw the country that the railroads never touch, crossed the mountains and visited the lakes, and all exactly as we pleased.

"For the entire trip our expenses averaged not quite \$3.75 per day, and

the car is as good as ever—the riders better. We started out to prove that automobile touring need not be expensive. We proved it to be even less costly than we anticipated.

"Gasolene cost us from 60 cents to \$1 per gallon. At the United States prices the cost of the trip would have been much lower. I see no reason why a party of two or three persons could not tour the entire United States at a cost under \$3 per day."

New Route to Atlantic City

The connecting link in a new route from Philadelphia to Atlantic City, N. J., is now practically completed. Contractor J. S. Fisher, of Clayton, N. J., who is building the link from Malaga to Downstown, states that the road is now all graded and will be covered by a coat of gravel twenty-four feet wide, which will be completed about September 1, in time for a grand opening on Labor Day, when automobilists and others will be invited to inspect the road, at which time it will be turned over to the officials of Gloucester county. Atlantic county has its section of the road also graded from Mays Landing by Contractor Matthews. The two armies of shovellers met at Downstown last week and as the shovels clashed at the closing of the gap the two contractors from the two counties shook hands and congratulated each other on each finishing the grading at the same moment.

Both roads are 24 feet wide, but the Gloucester county section will be more pleasing to automobilists, as it will be gravelled its entire width of 24 feet, while Atlantic county's end will be one of the finest roads in the State and will connect Philadelphia with Atlantic City through Westville, Glassboro, Clayton, Malaga, Downstown, Mays Landing

and Pleasantville to Atlantic City. Automobilists using this route will escape the White Horse pike, and except going through the above named towns may indulge in high speed, as there are but few sharp curves and most of the distance is through sparsely settled districts with three or four miles between houses.

The road from Malaga to Vineland is still in a court controversy, while the sand deepens daily and travellers are already using the new road to go to Millville and Cape May.

Modified Driving Permits in Germany

The driving charges applied to foreign cars entering Germany have recently been modified as follows:

Charge for one day's stay, 3 marks; for from two to five days, 8 marks; from five to fifteen days, 15 marks; from fifteen to thirty days, 25 marks; from thirty to sixty days, 40 marks; from sixty to ninety days, 50 marks.

The tax plate, taken on entrance and given up on leaving, costs 2 marks for a single day, and, for a stay of from two to ninety days, 5 marks.

The deposit of customs charges remains the same.

Wheels the Chief Dust Producer

In stating the object of the dust trial held last week at Brooklands, the Royal Automobile Club suggested that with the advent of a practically dustless motor vehicle much of the present opposition on the part of the public would be removed, says the Autocar. It cannot be said that much promise is shown by any of the specially fitted apparatus carried by the experimental cars on Tuesday week. We fear that the wish is father to the thought with all who claim anything really tangible for what was then demonstrated. Nothing, except perhaps the Wayman and Matthew's contrivance made what appeared to be a comprehensible difference to the unaided vision. The numerous photographs, cinematographs and others, when they come to be closely scrutinised, may tell a different tale, but after all it is no comfort to the man choked by a dust cloud on the road to be told that it looks nothing in a photograph.

What was made apparent by last year's trials, and what has been fully emphasized by the many tests of last week, is the fact that the wheels are first responsible for raising the smother, and all that low frames, irregular body shapes, and overhanging hoods do is to produce vortices and whirls into which the dust already whirled aloft by the wheels is sucked. As was shown last year when a clear track was left for the wheels, the dust laid between them was not raised. The suction of the body does not act downward, and the body will only, as it were, catch dust halfway, but it will not actually raise it from the road. This point was really never satisfactorily settled till the 1907 dust trials.

To sum up the results of the trials which have been held during the last few years, we may say that the following points have been fairly well established. The most dustless car is the

one with the smallest tires, disc wheels, good height from the ground with few or no projections downward, and there should preferably be a greater clearance at the back than at the front. Such things as petrol tanks low-slung across the back, are undoubtedly a disadvantage, because they produce a displacement so low down that they suck dust at lower speeds than the body would commence sucking it. After all, provided there is a reasonable clearance beneath the car, the matter appears to depend in the main upon the size of the tyres. What we want now is a small tire which shall be as durable and comfortable as the large ones we are compelled to use. This will unquestionably bring about some improvement. Just now much has not been settled because no trials have been made to cover this point, and we earnestly hope that, small as the advance may appear to be, the club will persevere and continue to hold its dust trials every summer.

Although the ideal is the dustless road, it is an ideal which we cannot yet reach, and one in which we are not particularly interested in reaching as motorists, but we are most anxious for the dustless road because of the comfort of other road users. Because we have not yet succeeded in making a dustless car we must not be discouraged, and the club is entirely right in continuing to give close attention to the matter, for even if the advance has been small up to the present time, certain principles have been definitely established. The problem is getting to be better understood, and despite the number of unsuccessful inventions which have been brought out to render a car dustless, we have no more reason to assume that success will never be achieved than we have to assume that no more improvements of any sort will be made.

Swans, Oil and Horses' Hoofs

A controversy arose this week over the use of oil on the driveways in Central Park, New York. The Automobile Club of America has always advocated such use and the commissioners were finally persuaded to make a trial of it. This displeased the Road Drivers' Association and quite a pretty squabble has come of it.

It having been reported that eight of the swans had died as a result of drinking water into which oil from the driveways had run, the Road Drivers' Association protested to Park Commissioner Smith against the use of the solution of crude oil on the Central Park roadways to lay the dust.

A delegation from the Road Drivers' Association called upon Commissioner Smith and presented many arguments against the continuation of the use of oil on the road. They said that the oil injured the feet of the horses. They said, too, that the oil was responsible for many hard spots in the roadways on which horses slipped and sometimes fell.

But Commissioner Smith has already heard another side of the controversy. Automobilists had told him that the soaking of the Park roadways in oil had made traffic far better of late and that dust was no longer to be seen in Central Park. The Commissioner had also looked into the economic side of the experiment, and he says that he found that oil was cheaper than water as a means of keeping the dust down. Commissioner Smith denied that the wild fowl had been removed from the Seventy-second street lake to the Fifty-ninth street lake because of the death of some of the wild fowl from oil. He said they were removed because two of the swans had died from natural causes and a number of others had disappeared, having been either destroyed by

rats or weasels or carried off by poachers.

"The complaint of the road drivers that the feet of their horses are injured by the oil on the roads is absurd," said the Commissioner. "Horses' feet have to be oiled, as a matter of fact. We have men follow the sprinkling carts and scatter the oil which collects in the puddles.

"Oil is being used on the park roads as an experiment only. This is not the only city which is a user of oil as a means of laying the dust. The solution which is now being put on the Park roads is 100 gallons of crude Texas oil to 450 gallons of water, and a quantity of soap mixed in. This is spread by means of the sprinkling carts.

"It is a fact that oil is cheaper than water. With the use of oil the roads are sprinkled once, and it is much more effective than a coating of water would be.

"The number of automobilists who use the Park is far greater than the number of road drivers. And at that a number of drivers not members of the Road Drivers' Association have commented upon the improvement in the roads since the oil has been used."

Year Book of Long Island A. C.

The Long Island Automobile Club has just issued a year book which contains about everything concerning the club that anyone is likely to need. It is a handy little booklet, bound in cloth and embellished with a frontispiece containing the photographs of the present officers and of the city and county club houses. The officers, both past and present, the committees, the members and the constitution and by-laws are also given in the book.

New Treasurer for A. L. A. M.

Col. George Pope, treasurer of the Pope Motor Car and Pope Manufacturing Companies, was unanimously elected treasurer of the Association of Licensed Automobile Manufacturers at the meeting held August 6 in New York. He succeeds H. H. Franklin, who has been treasurer of the association for the past three years, and whose resignation was tendered and accepted at this week's meeting.

The recommendation of the Rim and Tire Committee that a quick detachable rim be adopted was accepted. The mechanical branch of the Licensed Association has been working on this rim situation for the past year and has felt the need, both for the individual users and automobile manufacturers, of a standard Q. D. rim which would take both a clincher and quick detachable shoe of any make, thus minimizing the existing inconvenience of having to have a shoe of one make to fit a given rim. After experimenting with all the quick detachable rims, co-operation with the tire and rim makers resulted in the adoption of this rim, which will be known as the Standard Universal Quick Detachable, and is the result of hard and persistent efforts on the part of the tire and rim makers to get something which would be adopted by all manufacturers, both in and out of the association. This rim is the same rim which was discussed at the meeting of the National Association the day before and which was pronounced satisfactory by the members of that association. M. J. Budlong and R. D. Chapin were appointed additional members of the Tire and Rim Committee of the Licensed Association, of which A. L. Pope is chairman.

A report from the Show Committee was made, with action by the Board approving the work of this committee

resulting. At the next general meeting, which will possibly be held the early part of September, awards for space for the Madison Square Garden Show will be made. It was recommended that the usual method of allotment be adopted, which is according to the amount of business done from July 1, 1907, to July 1, 1908.

The report of the Hand Book Committee was accepted and work on the 1909 Hand Book will begin at once, as several of the companies have already forwarded photographs and specifications for the sixth edition of this book.

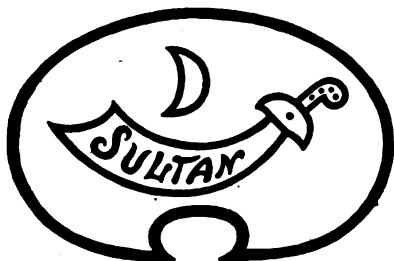
Shanks is Stearns' Sales Manager

Good things naturally gravitate toward each other, and perhaps that is why Charles B. Shanks is now sales manager of the B. F. Stearns Co.

It was only a short time ago that the versatile Shanks set up in business for himself in Cleveland, after a connection of many years with the Winton Company. It was almost a foregone conclusion, however, that a man of Shank's ability at handling sales on a large scale would not be permitted to confine his efforts to a single city. The result is his affiliation with the Stearns Company, the announcement of which has just been made public. The negotiations were begun several weeks ago and have now been brought to a satisfactory conclusion. Unquestionably this means the inauguration of an even more aggressive Stearns policy than has ruled during the past year.

Hal Sheridan, who has long been a White missionary, has also gone with the Stearns people and will occupy much the same position that he did with the White Company.

Automobile Topics Tour



Sultan Taxicabs and Town Cars

(Licencee of Lethimonnier & Co., Paris)

4 cylinders. 12 h. p. \$3,000
Wheelbase, 98 1-2".

Sultan 5-Passenger Touring Cars

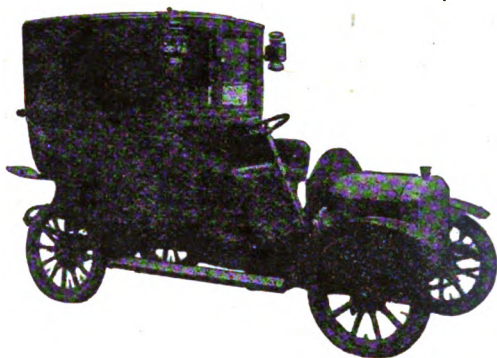
4 cylinders. 24-32 h. p. \$4,000
Wheelbase 116 1-4".

SULTAN MOTOR COMPANY

Factory: Springfield, Mass.

New York: 121 W. 89th St.

TELEPHONE: 2739 RIVER



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Famous

"Pennsylvania 50"

we have ready a



"25"

embodying the same high-grade materials and careful construction as the "50." This car will not be made by thousands, but each car will be a mechanical masterpiece.

The performance of the "25" will be quite equal to the "50."

Pennsylvania Auto-Motor Co.

BRYN MAWR, PENNSYLVANIA

C. G. V.

*The Car of High Society
in Europe and America*

No car to compare with for Finish and Style. —:- Elegant in Appointments and Exclusive in Design

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Mention "Automobile Topics" when writing.

Loose Sheets of This and Previous Sections May be Obtained by Remitting Ten Cents for Each

1908 A. A. A. TOUR

FIFTH SECTION, ALBANY, N. Y., TO BOSTON

From Albany to Chester, about 65 miles, the roads are of the familiar give and take kind—gravel and clay—but the remainder of the way is nearly all good macadam, much of it being the superfine State roads which Massachusetts is building. The details follow:

Leaving Ten Eyck Hotel, Albany, go down State St.; T. R. on Pearl St. and T. L. on South Ferry St. At bridge exit T. R. on Broadway, go to second crossroad; T. L. on Columbia St.; on through Rensselaer. Continue to pike, which follow for 5.2 miles. At fork keep right. On through East Greenbush; through Scho-dack Centre. At next fork bear right, at next fork just beyond bear left, and at next fork keep left. At fork bear right, fork just beyond bear right. At fork bear left, next fork bear left again, and at next fork bear right. At fork keep right, at next fork keep left, and at next fork bear left again. Ahead through Valatie; along on Main St.; T. R. in town through two covered wood bridges, and at fork bear left; at next fork bear left, and at third fork bear right. At fork bear left; bear right at fork; at next fork bear left into

Chatham (25.8 miles).

Over railroad and take first road left; ahead through Paynes-Mill. At fork bear right; on through New Concord and Canaan. At fork bear left; at next fork keep right. At fork bear right; at next fork bear right. Continue through West Stockbridge, Stockbridge, South Lee and East Lee into

West Becket (56 miles).

Ahead and at fork bear left; Jacob's Ladder hill for about a mile, and down hill for $1\frac{3}{4}$ miles. Along on State road; at fork bear right through Chester. At next fork bear right through Huntington. Here curve right and on through Russell, Fairfield and Woronoco. Pass Mount Tekoa House, and at end of street T. R. with trolley and on into

Westfield (85.3 miles).

T. L. with trolley; bear left over white iron bridge; cross small bridge and bear right; under railroad bridge and bear right. At next fork bear right; at next

fork keep right through West Springfield. Follow trolley into

Springfield (94.7 miles).

T. R. on to Worthington St.; T. L. at end of street for one block, then left on Bridge St.; T. R. on Main St.; T. L. with trolley on State St.; at fork bear left, and at next fork bear right. At fork curve right; at next fork bear left through North Wilbraham. Curve left under bridge, taking middle road; at fork bear right; next fork right; at crossroad T. R. Cross bridge over canal; at end of road T. L., and on through Three Rivers. T. R., then bear left with railroad; at fork bear left and continue into

Palmer (112.5 miles).

T. R., leaving trolley; sharp right and left under railroad; sharp left under railroad; then T. R. over black bridge; at fork bear left; at next fork bear right; then T. L. over trolley. At next fork bear left, and at next fork right. At next fork left again. Ahead through Warren. Continue through West Brookfield, Brookfield, East Brookfield, Spencer, Leicester and Cherry Mill into

Worcester (151.4 miles).

End of City Hall block T. R. on Front St.; at fork bear left; at next fork bear left; at next fork bear right. At next fork bear left through Shrewsbury and Northboro. At next two forks keep right, and at next fork bear right again into

Marlboro (167.2 miles).

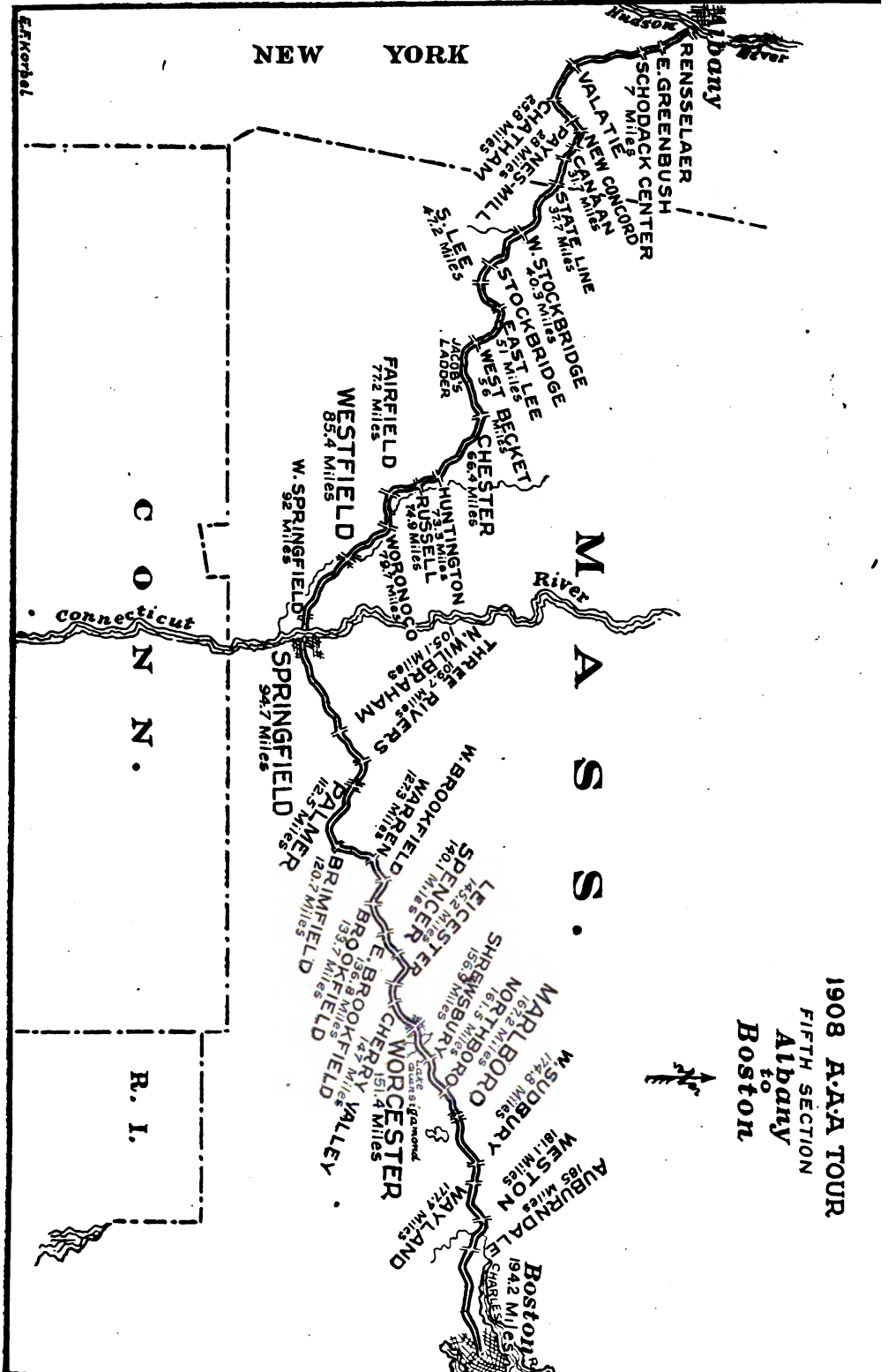
At fork bear left, and at crossroad T. L.; at next fork bear right, and at next fork bear right again through West Sudbury. At fork keep right and at next fork right again through Wayland. At fork bear right through Weston. T. R. at church, and at fork bear left; at next fork bear right. Over Charles River and through Auburndale into

Boston (194.2 miles).

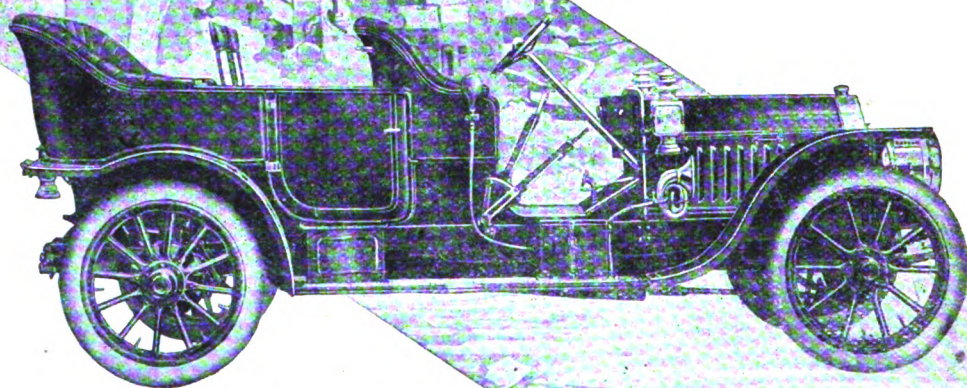
AUTOMOBILE TOPICS TOUR

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NEW YORK'S ELITE RESTAURANT
80 West 40th Street

CHATEAU DES BEAUX-ARTS
On Huntington Bay, L. I.
An Ideal Rendezvous for Automobileists and Yachtsmen



Peerless



1909 PEERLESS CARS

Model 19 Four Cylinder Thirty Horse-Power
Touring Car Price, \$4,300

Model 25 Six Cylinder Fifty Horse-Power Touring
Car Price, \$6,000

PEEERLESS cars will be manufactured in two models during the 1909 season. These cars are similar to the corresponding 1908 models. The improvements and slight changes may be regarded as the expected results of experience combined with a constant effort to keep the Peerless ahead of its class.

The high state of perfection reached represents the steady progress of many years and demonstrates that each new model, though improved and better, is not revolutionary in type nor essentially different from its predecessors.

The new models are now offered for early fall delivery.

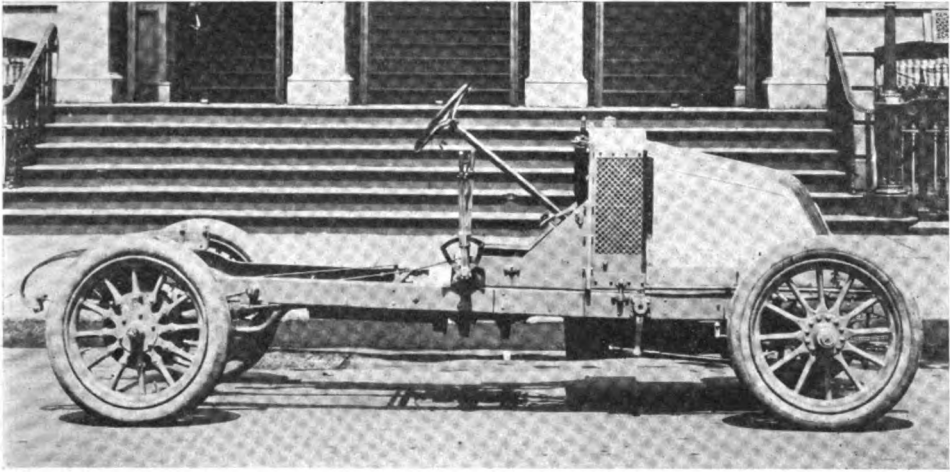
*Write for new Booklet E describing
the new features on the 1909 Models*

The Peerless Motor Car Company

2463 East Ninety-third Street

Cleveland, Ohio

Mention "Automobile Topics" when writing.



New Renault for American Roads

A new Renault, built especially for American roads, has been brought out by the Renault Company, and the first of the type has been received at the Renault Freres selling branch in New York. The accompanying photograph gives a good idea of the appearance of the car.

This newest Renault product is a 20-30-hp. special light chassis, built for American roads. It has a 10-inch clearance, high axles, reinforced springs, tilted wheel, short levers, suitable for runabout or Guy Vaughan

baby tonneau body. The motor is the regular 20-30-hp. motor, 4-inch bore by $5\frac{3}{4}$ -inch stroke. The radiator is wider than in the standard chassis, with a longer bonnet. The chassis itself is lighter, shorter and narrower than the standard type. Body building space is $94\frac{3}{4} \times 31\frac{1}{2}$ inches, with 120-inch wheel space.

This chassis weighs under 2000 lbs., has been specially constructed for this country, and the first has just been received. It is believed that the type will become quite popular.

Tire Inflator Competition

An international tire-inflator competition, under the patronage and direction of the Automobile Club of France, will take place during the eleventh Automobile Exhibition at Paris, between November 28th and December 13th. A sum of 2,000 francs (\$200) will be placed at the disposal of the judges to be awarded as prizes.

Apparatus in which receptacles are independent of the vehicle and contain previously compressed gas will not be

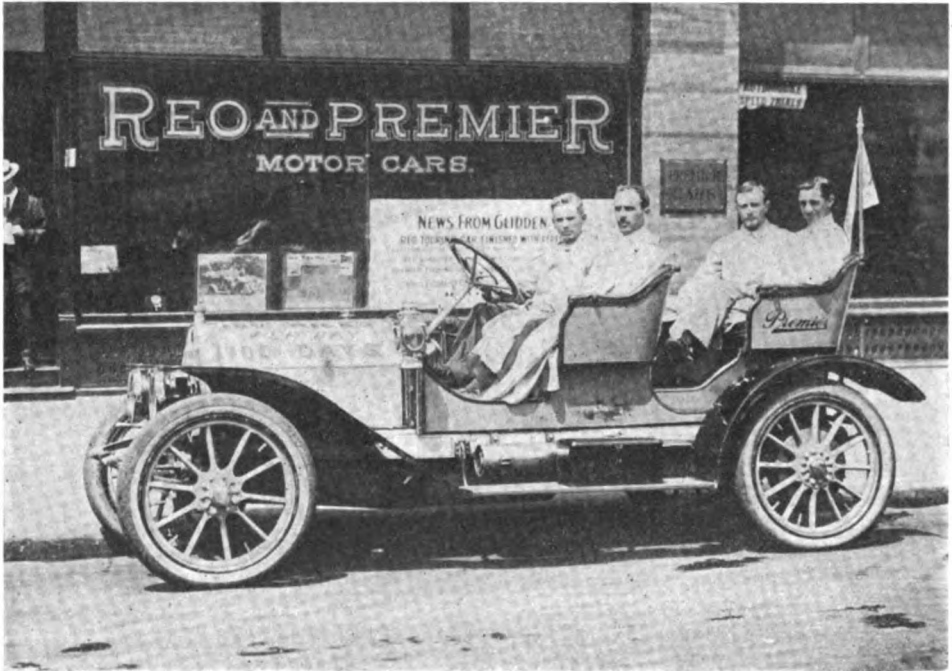
admitted to this competition. The competitors may present one or several apparatus; and if the apparatus is designed to be actuated by the motor, the competitor will have to show it in operation on a vehicle.

The California Chauffeurs' Association has been reorganized in San Francisco and will wage war against the grafting chauffeurs.

Century-a-Day Car Nearing the End

Sixty-four of the 100 consecutive centuries which the Premier "30" began on June 1 were completed by J. W. Moore at the R. M. Owen Company quarters in New York City on August

A careful investigation of the motor discloses the fact that it is still in perfect running condition, not a single adjustment, repair or replacement having been made so far. The car otherwise is



THE CENTURY-A-DAY PREMIER

3. The odometer registers a total number of 7,724 miles, which have been reeled off each day, Sundays included, rain or shine, since June 1. The 10,000 mile new world's reliability record schedule which the Premier Company has mapped out for this car calls for 36 more consecutive centuries. These will be run in and out of New York, Philadelphia and other automobile centers with a full load of passengers, between now and September 8, just as has been done in Boston, Chicago, Indianapolis and other cities since the great reliability test began.

also in absolutely perfect touring condition.

Gramm Is Out for Himself

B. A. Gramm and Fred Bisantz, vice-president and superintendent, respectively of the Logan Construction Company, Chillicothe, O., have severed their connection with that concern and formed the Gramm-Logan Motor Car Co. Commercial vehicles will be produced in a factory, the location and equipment of which has already been decided upon.

E.-M.-F. and Studebaker Form an Alliance

The week that passes without the bringing to a conclusion of an alliance—the term is much preferred to the old fashioned “combination”—between two or more automobile concerns, is now a rarity. This week's alliance is one having relation to the sales department only, and the interested parties are the new Everitt-Metzger-Flanders Company and the Studebaker Automobile Company. The latter will undertake to market one-half of the output of the former—say, 6,000 cars.

The details of the arrangement and the reasons therefore are set forth in an official statement given out by the Studebaker concern, as follows:

“An alliance has been effected between the Everitt-Metzger-Flanders Company and the Studebaker Automobile Company, of South Bend, Ind., by the terms of which the well-known carriage concern will market, through its big sales organization in the West and South, one-half of the product of E-M-F-“30” cars—6,000 automobiles to be exact. The car will be the E-M-F standard construction and equipment throughout, including body, and will be delivered to the Studebaker company complete.

“The alliance formed arranges for a division of the sales territory in the United States, but Studebaker handles all the foreign business. Hayden Eames, manager of the Studebaker Automobile Co, and Wm. E. Metzger, sales manager of the E-M-F Company, will co-operate in marketing the entire output of 12,000 cars.

“Asked to verify the Detroit report and assign the reasons why the carriage concern had made this deal, Col. George M. Studebaker said:

“Yes, it is true. We are highly pleased at its consummation and frankly believe it will prove to be the most

important move that has been made in the automobile business. As to the reason that actuated our move, would say we considered it more advantageous to us to form an alliance with a group of men such as that comprising the Everitt-Metzger-Flanders Company, possessing as they do factory facilities, experience and manufacturing ability of rare order, as well as an intimate knowledge of the problems peculiar to the motor car, than to establish a separate factory of our own. We believe our sales organization, comprising eight branch houses and nearly 5,000 retail dealers, together with the E-M-F manufacturing organization, will form a strong combination.

“It has long been our intention to go into the marketing of motor cars on a large scale. The chief factors which have deterred us until now were: first, the unsettled state of the market; second, the expensive and wasteful sales methods which, in our opinion, made the business an unsafe one; and last, but not by any means least, the lack of stability in design which rendered the making of a large number of cars of any one type a risky business.

“These conditions having changed—automobile design having crystallized into certain well defined standard types and their manufacture having been reduced to a staple business—we decided the time was ripe and determined on the product of the Everitt-Metzger-Flanders Company, because that car represents, to our minds, the highest type of car for the average man; embodies more desirable features and possesses more excellent qualities than any other we have seen at anywhere near the price.

“With its splendid factory equipment and its manufacturing talent, the E-M-F Company is able to turn out a

high grade car for less money than any other concern of which we know.

"Building one type of chassis in lots of 12,000, with interchangeable parts throughout, this concern is able to adopt methods that are impracticable to makers of cars at twice the price, built in the limited numbers which the limited demand for a high-priced car makes necessary. Raw materials can be purchased at quantity prices, highly specialized machinery can be used to

advantage and the cost of production cut in half in almost every department. In short, we believe a better car can be made for \$1,200 by this concern than has hitherto been possible at \$2,500—quality of material and workmanship both considered."

Walter E. Flanders, general manager of the E-M-F Company, also confirms the report, saying he believed the alliance would work to the best interests of both concerns.

Philadelphia Show January 23-30

Philadelphia has already selected the dates for next winter's automobile show and is going ahead with the preparations for it. January 23 to 30 are the dates fixed upon, this being the week immediately following the Madison Square Garden Show in New York. The location has not yet been decided upon, but there is talk of holding it in the Academy of Music, and everything possible will be done by the committee to get that place for the exhibition. With the ballroom floor laid down and the various lobbies and other rooms available in the Academy, it will be almost ideal for the Automobile Show. The location is so central, with its

transportation facilities and its conveniences to the hotel district, that it will have advantages as a show building not possessed by any other place in Philadelphia.

The active management of the show will again be in the hands of J. H. Beck.

The show, as heretofore, will be run under the auspices of a committee of the Trade Association, which will this year consist of President J. A. Wister, of the firm of Gawthrop & Wister; W. F. Smith, manager of the Philadelphia Rambler branch, and E. H. Fitch, manager of the Philadelphia branch of the Diamond Rubber Company.

Brush Cars on Demonstration Run

Saturday afternoon, August 1, four runabouts and one delivery wagon left the factory of the Brush Runabout Company, Detroit, Mich., each to travel approximately 1,500 miles, for the purpose of demonstrating their efficiency.

It is designed to show that the cheapest automobile in the market is a practical and economical motor vehicle, capable of going over the worst highways in the country. The itinerary is as follows:

Car No. 1 is bound for New York and Boston.

Car No. 2 for Philadelphia and Washington.

Car No. 3 for Kansas City, Mo., and will afterwards continue to Denver and try to climb Pikes Peak.

Car No. 4 for Minneapolis.

Car No. 5, the delivery wagon, to Milwaukee and return.

Each car has been sent on a round-about route in order to demonstrate the machine in as large a number of cities and towns as possible. With the time deducted for demonstrating, the cars are averaging from 90 to 100 miles daily without the slightest difficulty.

Philadelphia Newspaper Men's Club

The automobile writers of Philadelphia have formed a luncheon club to be known as "The Shock-Absorbers," a "body for the suppression of publicity." The first luncheon was held on the New Bingham roof, and on every Tuesday it is expected that all of the newspaper men connected with automobiles will be on hand, while many will lunch together every day.

The charter membership is composed of Jack Hiscock, The Public Ledger; W. McK. White, L. C. Blackman, The Press; Richard Kain, Harry DuBear, secretary, The Record; H. B. Lasher, J. C. Cleary, the Inquirer; G. W. Daley, E. C. Gilchrist, The Times; G. M. Graham, Mr. Leach, The North American; C. A. Woolson, W. C. Minford, The Item.

Celebration for Winning Crew

Plans are being made to give George Sheuster and George Miller, the drivers of the Thomas car which won the New York-Paris race, a lively reception when they reach New York about August 18. A large delegation from the E. R. Thomas factory in Buffalo

will come to the metropolis and join the Harry S. Houghton forces in the celebration. Every Thomas owner in New York and vicinity will be asked to participate in a parade of cars. The parade will be followed by a formal welcome.

To Make 100 Double Centuries

One hundred runs of 200 miles each, made daily, is the performance which has been undertaken by a Chalmers-Detroit "Thirty." On Monday of this week the car started over a course from Detroit to Pontiac, 15 miles each way. Four round trips will be made daily, two in the morning and two in the afternoon.

Visiting dealers and customers are taken on each trip.

The Auto Era, the monthly house organ of the Winton Company, enters into its eighth year in September, being the oldest automobile publication of its class in the world.

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Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Where We are Coming in the Good Roads Improvement

All present-day activity in the building of new roads or the improvement of old ones is due directly to the influence of the automobile.

So long as people were content to make use of horses and other four-footed animals to draw wheeled vehicles for transportation purposes, just that long did the roads remain a disgrace to civilization and a huge, albeit indirect, tax upon the community. The first step toward a betterment of the roads came from the bicyclists and followed the introduction of the rubber tired bicycle. Since then the work has been taken up on a much greater scale and in a more aggressive manner by the automobilists, who have managed to enlist the support and secure the co-operation of the farmers.

Furthermore, a civic spirit that recognizes the necessity of the assumption by the state of the leadership in the movement for the construction of improved highways has finally come into being. Its effective work is seen in the huge highway construction schemes which a number of the states have well under way, and concrete examples of its accomplishments are ready at hand in such states as Massachusetts, Connecticut, Pennsylvania and New Jersey, in each of which hundreds of miles of the finest possible roads have been completed and are proving themselves to be the wisest investments that the states concerned could possibly have made.

It is quite clear now that, as some far-sighted good road workers predicted years ago, the sight of these roads and the indisputable evidence that, as an investment alone, they pay, many times over, has whetted the appetite of the community and made it anxious for more. The result is certain to be an enormous extension of the work, until the states mentioned, and probably many others as well, will be gridironed with roads comparable to those which were the pride of Rome and which have proved to be one of the most enduring monuments of that once great state.

The work of highway improvement is now well started and the movement is like a snowball which becomes larger at every turn.

An Abuse and Its Remedy

A note of warning comes from Connecticut, where the sane and sensible "reasonable and proper" speed regulation is on the statute books. It is charged that this law, in which the Connecticut motorists take a great deal of pride, is being abused and that the people of the state are taking cognizance of the fact. Out-of-the-state motorists, it is asserted, are making a speed course of the state roads, driving from border to border at full speed and with great recklessness.

If this sort of thing continues, it is said, the coming legislature will make a sweeping change in the law and the "reasonable and proper" clause will disappear from it. This would be a calamity as well as a disgrace. But we would suggest that a better plan than to obliterate a just and beneficent statute merely because some reckless and inconsiderate people disobey its provisions is to punish the offenders by enforcing the statutes. The "reasonable and proper" clause can be a boomerang. The reckless driving complained of is a direct violation of the law.

Why not jail one or two of the most inveterate offenders? It would have a good effect all around.

Abolish the Grade Crossing

The note of warning sounded several weeks ago by AUTOMOBILE TOPICS against railroad crossings at grade has already borne fruit. The board of governors of the Automobile Club of America has gone on record as being strongly opposed to the continuance of these death traps and has even gone to the length of appealing to the Public Utilities Commission to "take steps they consider necessary to eliminate the grade crossings, as they are a menace to the safety of the public."

As we pointed out, it is not that motorists are the only sufferers from accidents at grade crossings, but merely the ones who receive the most attention. These crossings are a menace to all users of the public roads, and measures cannot be taken too soon to bring about their elimination.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 16)

F

Flaw.—A defect in wrought iron—usually resulting from imperfect welding. or, in cast iron, resulting from gases formed in the mould, which leave bubbles. Such defects often make their presence known only after the metal has been machined. See Blowhole.

Friction Loss.—The total friction loss in a motor car as a whole is the difference between the power developed by the motor and that available at the road-wheels. To this must be added the friction loss in the motor itself, that is to say, the difference between the theoretical power, after allowance for heat losses, and its actual power. In motor cars, wherein the several parts are confined to certain positions in a limited space, so that wasteful methods of transmission have to be employed, friction loss is necessarily a high figure.

Fuel Consumption.—In ordinary steam engines and locomotives, fuel consumption is calculated at so many pounds of coal per horse-power per hour. In like manner the consumption of an internal combustion motor is calculated at so much gasoline, kerosene, alcohol or other hydrocarbon per horse-power per hour for engineering and scientific purposes. The ordinary automobilist, however, calculates the quantity of fuel in relation to a distance, that is to say, he ascertains by experience how far, on an average, one gallon of fuel will carry his car. The quantity of fuel consumed will of course vary with the nature of the road over which the car is traveling, and with the skill of the driver.

Fuel Economy, Effect of Speed on.—On a stationary gas-motor the weight of the combustion products has been found to decrease in about the ratio to the increase of speed. The specific heat of the products increases. The pressures and temperatures at admission and exhaust are variable, and depend upon the speed

and upon the mean temperature of the cylinder walls. The compression pressure diminishes in proportion to the increase of speed, doubtless owing to the decreased intake of vapor at high speeds. Were it not for this the indicated horsepower of a motor of given size and weight would increase in the same proportion as the speed.

The automobile motor, which differs fundamentally from the stationary engine by reason of its being required to run at all kinds of variable speeds, will not have a decreasing weight of combustion products with increasing speed. Also, if the valves are well designed, the full volume of gas will be taken in at all speeds and the compression will actually improve at high speeds owing to the diminishing time for leakage round the piston-rings or other minute vents. This will improve the fuel economy and weight efficiency.

G

Gases, Expansion of.—All gases expand equally 1.273 part of their volume for each degree of temperature, centigrade, or 1.491 part of their volume for each degree of temperature Fahrenheit.

J

Joule's Equivalent.—The amount of energy equivalent to a unit of heat or "therm." It is denoted by J.

1 gramme-degree Centigrade $J = 4.16 \times 10^7$ ergs. ≈ 41.6 millions ergs.

1 pound-degree Centigrade $J = 1.91 \times 10^{10}$ ergs.

1 pound-degree Fahrenheit $J = 1.06 \times 10^{10}$ ergs ≈ 772.55 foot-pounds.

P

Pitch, Even.—A screw in which the number of threads per inch is equal to that on the leading screw of the lathe on which it is cut, or is equal to that number multiplied by a whole number.

Port, Exhaust.—The opening which leads the waste gases from the cavity under the slide-valve to the exhaust pipe.

Power, Electric.—The rate at which electrical energy is supplied or developed. It is proportioned to the strength of the current and also to the e.m.f. The unit in which electric power is measured is the work done in one second by a current of 1 ampere supplied at a potential difference of 1 volt, and is termed a "watt" (q. v.). When the current is continuous, the power is equal to a product VC , where V is the difference of potential in volts between the terminals of the part of the circuit in which the power is being measured, and C the current, in amperes, flowing through it. C and V are respectively measured by any suitable form of ammeter and voltmeter. Alternating current power can be measured by means of a dynamometer or wattmeter, or by certain special combinations of instruments.

W

Wheels, Driving, Adhesion of.—A horse which exerts a continuous pull of 375 pounds for an hour and covers one mile in that space of time is working at the rate of one horse-power. If, for any reason, he is unable to exert as much as a 375-pound pull when making one mile an hour, he is thereby prevented from working at the rate of one horse-power. The same rule applies to an automobile motor.

In this case, even when the road surface is not slippery, a condition may occur which does not happen to the same extent with horse-traction, and that is a condition in which the tires fail to adhere to the ground owing to inadequate weight on the driving wheels. In such an event it might prove impossible for the motor to exert a pull (or push in this case) of 375 pounds without skidding the wheels; and it would then be impossible for it to work at the rate of one horse-power. With under powered motor-cars such a difficulty does not occur; but in order to develop 10 horse-power on the road-wheel rim while covering the ground at the rate of

one mile an hour, the motor must exert a push on the road of 3,750 pounds. On touring cars of ordinary weight, this is impossible, for the reason that the weight on the rear wheels is invariably less than 3,750 pounds, while the adhesion with the road is only a fraction of the weight on the rear wheels. As the speed increases, however, the push requisite for the development of 10 horse-power descends until at 10 miles an hour a push of 375 pounds means 10 horse-power.

Thus, a 40 horse-power car, could it begin work with the activity of 40 horses, would, while it was moving at one mile an hour, exert no less a push than 40×375 pounds, which is equal to 15,700. Such a tremendous push is rendered impossible by the fact that the wheels of a car weighing 2,000 pounds grip the ground only strong enough to exert a push of about 750 pounds. Beyond this point they will skid.

This shows that a high-powered car motor, when the car is moving slowly, cannot develop its full power unless the road-wheels are capable of adhering to the ground sufficiently to transmit the torque. As a rule, only about 0.6 of the weight of the car comes on the driving-wheels, and of this only 0.625 is available for the adhesion, owing to the average co-efficient of friction between rubber and road being 0.625. So a 10 horse-power car weighing 2,000 pounds cannot exert its full 10 horse-power when the car is starting, nor until it is traveling at 5 miles an hour. To enable it to do so, it would be necessary to increase the adhesion between the road and the tires by some such means as placing a larger share of weight than usual on the rear wheels.

It would be wrong to contend that on all cars having the weight distributed as at present, a 60 horse-power motor is useless, but it is unquestionable that the output of such an engine is not available at starting or at any speed less than 30 miles an hour, although the whole of it is more wanted then than at any other time. The remedy that suggests itself is to use all the adhesion, that is to drive with all four wheels.

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News Notes

"We shall never send out again amateur observers on any of the great tours which occur every year and which do the industry so much good," says Col. Chas. Clifton, of the Geo. N. Pierce Co. "We mix in these tours for a purpose. It is education and we have come firmly to the opinion that the proper thing to do is to send men from the factory working force to travel on the cars as observers. In making such a trip our men gain a knowledge which cannot be secured in the ordinary testing trip. They ride on cars driven as cars would not be driven in regular tests. In fact, were our men to go out to test cars and abuse them as they have to be abused on these great tours I can firmly say that we would drop them from our list, for the wear and tear placed on a car in one of these two thousand mile trips is much more severe than any wear and tear which even the most foolish owner would put his car in to a trip. The tours benefit us for that reason. Fools are likely to buy cars and we want to make a car to stand up under anyone who may happen to become a purchaser.

"From the outset of the big tours we have competed for this reason and the experiences of each year have been carefully noted and incorporated in the cars of the next year. Our experiences have enabled us to produce a car which would do as those of this year did, go through twenty thousand miles without necessitating the use of even one stock equipment part in the long journey. The bags, sealed by the A. A. A. officials, came back still sealed.

"Our confidence in our product was shown when we sent out the six cars, five to compete successfully for the Glidden and Hower trophies, without a single spare part in the bags provided for spare equipment. The Pierce Arrow cars made the trip successfully and we are naturally pleased. We believe our product to be the best that may be manufactured and also believe that cars of to-day are far from perfect. We shall therefore continue to take part in the big annual tours until such time as we believe absolute perfection has been reached, which may be in a few years and which may never be. The Pierce Arrow is constructed for touring and by mixing we have won success and we propose to continue to mix in spite of our great victory of this year, the greatest ever achieved in competition against all of the best cars of the country."

As in the A. A. A. Glidden Tours of the past, the Truffault-Hartford shock absorbers made a clean sweep in the affair that came to an end recently. They scored victories in every possible way. Reports received by the Hartford Suspension Company show that 60 per cent. of the contesting cars were equipped with Truffault-Hartford shock absorbers; 20 per cent. of the entries had other makes, while 20 per cent. had no

DOW TUBES

(The Best Tubes Ever Manufactured)

ARE THE MOST ECONOMICAL

ONE YEAR'S CONSTANT SERVICE IN THE
BOSTON FIRE DEPARTMENT

HEADQUARTERS, FIRE DEPARTMENT, CITY OF BOSTON
Bristol Street, Boston, July 20, 1908.

DOW TIRE COMPANY, New York, N. Y.

Gentlemen—Having used the Dow Non-Deflation Tubes since August 19, 1907, on the automobile used by Chief Mullen of this city fire department in his response to alarms of fire, I feel that, in return for the excellent results received from these tubes, I ought to inform you of same. Several persons have inquired of me as to their merits, and I have always spoken in the highest terms of them, but never felt that I could write you confirming my statements until such time as they had been in use for about a year.

We have given them all kinds of tests, and will truthfully say that they have withstood all punctures, and with the exception of "blowouts," which are liable to occur with any type of inner tube, they have given excellent satisfaction. Trusting this letter may be of benefit to you, I remain, yours very truly.

(Signed)

JOSEPH A. WEBBER, Lieut., Aide to Chief.

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Haynes cars always have perfect scores in any kind of a test.

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The Winton branch at Minneapolis will soon be permanently housed in its own building on Eighth Street north, near Hennepin Avenue. The development of Winton trade in Minnesota since John S. Johnson took hold last spring has exceeded expectations and rendered the temporary quarters altogether inadequate: hence the new building.

Deibler & Russell, of Berlin, Wis., assemblers and manufacturers of small parts, are forming a stock company to build cars. Contracts have been closed in Detroit for furnishing the concern small parts.

Space is to be reserved for automobiles at the Indiana State Fair, which will be held in Indianapolis September 7-11. The board of agriculture has set aside a space 350 by 45 feet.

INCORPORATIONS

Muncie, Ind.—Warner Gear Co., with \$500,000 capital. Incorporators. Thos. W. Warner, H. L. Warner, A. L. Johnson, W. E. Hitchcock, Thos. Morgan and R. P. Johnson.

Philadelphia, Pa.—American Pneumatic Motor Co., with \$1,000,000 capital, to manufacture motors and accessories.

New York, N. Y.—Carl H. Page & Co., with \$5,000 capital. Incorporators: Carl H. Page, Robert H. Montgomery and Henry Bennett Leary.

New York, N. Y.—Renault Freres Selling Branch, Inc., with \$100,000 capital. Incorporators. Fernand Renault, Chas. Richardiere and Paul Lacroix.

Buffalo, N. Y.—Brunn & Co., with \$7,500 capital. Incorporators. Hermann Brunn, Anthony Sturtzer and William J. Sandroek.

Louisville, Ky.—Motor Van Co., with \$3,000 capital. Incorporators: Dennis Long Miller, J. Morris Robinson and Dennis Hodgson Long.

New York, N. Y.—Carnegie Hill Livery and Motor Company, with \$9,000 capital. Incorporators. Solomon Lederer, Jacob Heim and Joseph Heim.

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Automobile Calendar

- August 15.—Race Meet at Barney Driving Park, Goshen, Ind.
- August 15.—Race for Light Cars, to start from Caen, France.
- August 22.—Detroit Motor Boat Club Long Distance Race.
- August 20-22.—Power boat races at Alexandria Bay for the Gold Challenge Cup.
- August 29-30.—Mont Ventoux Hill Climb.
- September 1.—Atlantic Yacht Club's Ocean Race for cruising power boats.
- September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.
- September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.
- September 4-5.—Reliability Trials of the Essex C. A. C. at Norwich, England, in connection with the R. A. C. provincial meeting.
- September 5.—Provincial Meeting of the Royal Automobile Club at Norwich.
- September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.
- September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.
- September 7.—Automobile Competition of Automobile Club of Bologna.
- September 11.—Springfield Automobile Club Hill Climbing Contest on Wilbraham Mountain.
- September 11.—Hill Climbing on Wilbraham Hill, Springfield, Mass., under direction of Springfield Automobile Club.



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September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 13.—Coupe d'Evreaux in France, under direction of Les Sports.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Semmering Hill-Climbing Contest, under direction of the Austrian Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 23-24.—24-Hour Sealed Bonnet Contest, under direction of Bay State Automobile Association.

September 24.—“Four Inch” Race for Tourist Trophy, under direction of the Royal Automobile Club of Great Britain and Ireland.

September 25-26.—New Jersey Good Roads and Legislative Convention, to be held at Atlantic City.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

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October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion. French Ministry of Public Works, Paris.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers Association.

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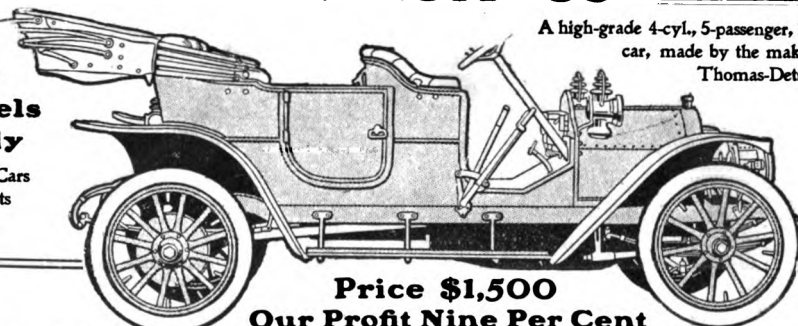
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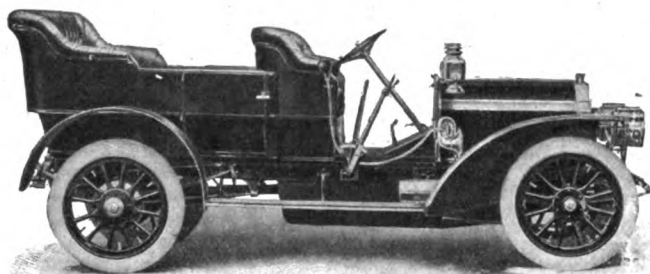
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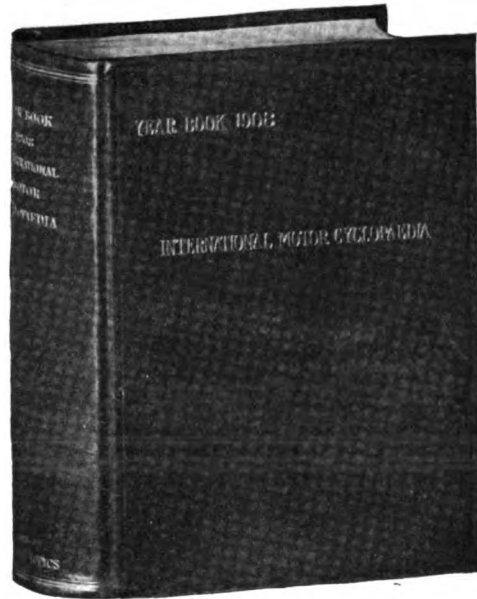
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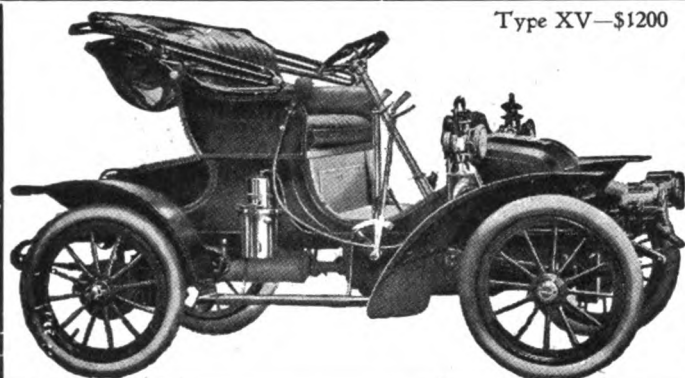
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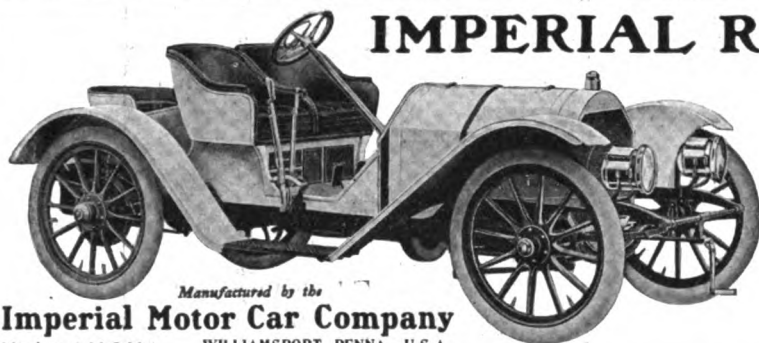
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Automobile Topics

Illustrated

Vol. XVI.

NEW YORK, AUGUST 22, 1908.

No. 20.

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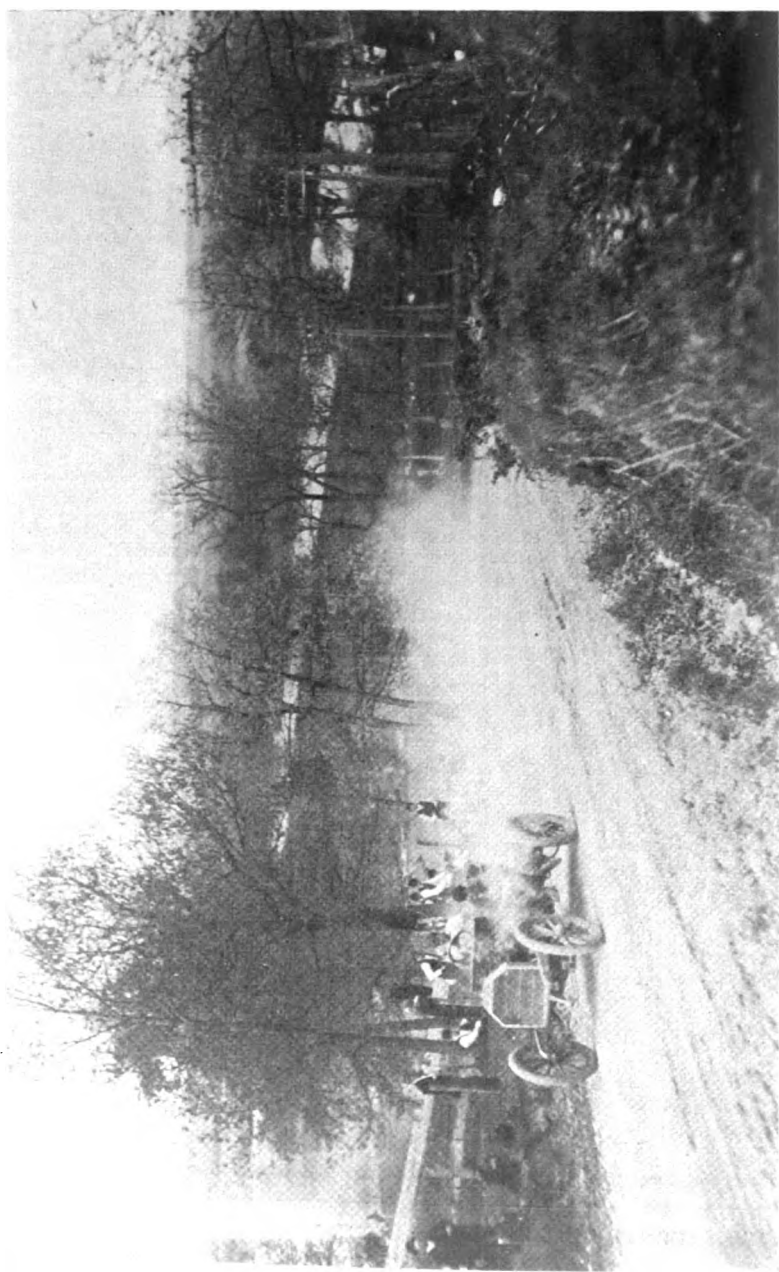
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Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

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T O P I C S

One of the most encouraging signs of the times is the marked increase in activity on the part of clubs paying particular attention to the improvement of the conditions affecting motorists generally. The utilitarian aspect of the matter is the one that claims the attention of nearly all progressive clubs at the present time. It is better roads, better hotels and touring conditions generally, more signposts, the allaying of unjustifiable public clamor against motorists, the imposing of restraint on careless or reckless motorists, the cultivation of better relations with farmers and users of roads—these are some of the objects as most important and most pressing. Everywhere we see clubs foremost in the work of putting a stop to excessive speeding, as in Connecticut; in securing the punishment of wealthy scorchers who appear to be under the impression that it is their particular province to drive high speed cars over the public roads at railroad speed, as in New Jersey; to seek a means of stopping the flagrant infractions of the law, which cause so much annoyance and even danger to other users of the road, as in Long Island; to combine for the purpose of effecting an improvement in motoring conditions, as in Philadelphia.

All this is a welcome change. It is a frank admission of the fact that other users of the roads must be considered and their safety and convenience taken into account, while at the same time abating not one drop or tittle of the contention that the motorist has the same rights and privileges as the horse driver, and that, as one of the principal road users, he is entitled to be consulted in all matters affecting the construction, maintenance and improvement of the roads. It foretells, too, of the dawning of another era—of an era of good feeling and the putting aside, in a measure at least, of the antagonism which formerly divided automobilists and other road users into hostile camps.

Cash prizes for chauffeurs who pilot their cars to victory in coming automobile races is likely to be a trump card played by the Automobile Club of America. It is notorious that the average chauffeur has a marked preference for gold, glory being a mere incidental.

It is very evident that Connecticut motorists are not going to wait until the horse is stolen before locking the barn door. "Do not place our law in jeopardy," they cry.

"I think he is an astonishing genius, and the aeroplane is a perfect mechanical marvel," declares, it is reported, Leon Bollee, the famous French maker, of the American aeronaut who is astonishing Paris just now. From a Frenchman this is indeed an admission.

A "fleet" of airships is to be built in this country, to fly regularly between Philadelphia and New York. If all this comes about we shall score a noteworthy "first."

The day of the "borrowing chauffeur and its concomitant, the "joy ride," is numbered. In sentencing a prisoner a New York justice is reported as saying: "Hereafter any automobile owner that will come here and swear that his machine has been damaged to the extent of ten cents by reason of a chauffeur using it without permission we will, if the evidence warrants it, find a conviction under this section and impose sentence. Let this be a warning to all chauffeurs who go out on larks at their employer's expense." A few jolts of this kind will put a quietus on the practice.

The extremes of sanction-giving have been recorded. At one pole is the double sanction; at the other no sanction at all.

A new rule has been made by Commissioner Smith, of New Jersey, who looks after automobiles in that State. Hereafter, in all cases where chauffeurs drive either without a license or in an intoxicated condition, or where they drive their employer's car without his knowledge, the chauffeur's license may be revoked under the law without the usual rule to show cause. The commissioner declares that nearly all the accidents this season have been due to one or another of the above three causes.

It is proposed to arrest owners instead of chauffeurs in speed violation cases. It would, in many cases, do a vast deal of good.

The practice of giving warning of the existence of speed traps has again been assailed, this time by a speaker at the meeting on Long Island last week, called to devise means of putting an end to excessive speeding. The speaker in question said that he "deprecated the custom of organizations paying for the report of speed traps and then sending out men to warn motorists that they are liable to arrest, therein expressing the opinion that such action was not prompted by a desire on the part of the organizations to put a stop to speeding, but rather to keep car owners from the toils of the law." The gentleman was not quite correct in his conclusion. What really prompts organizations who do this is to put a stop to the robbery and wilful outrage of law-abiding citizens who seek to use the

roads in the proper manner, yet who are made to pay tribute to grafting constables who are out to work a corrupt game.

Four miles an hour was the speed limit which the craft taking part in the cruise of the American Power Boat Association from New York to the Thousand Islands ran up against last week. Consequently they were delayed about a day. The obnoxious ordinance was effective on the Erie Canal and came as a surprise party to the cruisers. Four miles an hour is pretty slow, even on the water. About mule pace, we suppose.

As if it were not enough to threaten the horse with extinction, the automobile is now said to have marked out the camel as its next prey. The assertion is made that the motor vehicle can give the camel cards, spades and a beating when it comes to a comparison of endurance and long distance journeys.

Motorists who have had occasion to travel over the roads from New Brunswick to Metuchen, N. J., have had cause to remember Justice of the Peace William J. Housell and his assistants who worked the speed trap located there. Between them they made the lives of motorists miserable during the last couple of months. The zeal with which he has worked is shown by the fact that he has paid \$850 over to the State during the last two months in fines collected from motorists. Now it has been discovered that one of the quarter mile stretches over which the cars have been timed has been found to be several hundred feet less than a quarter of a mile. It is said that if many of the drivers who have been fined had been timed over the correct distance it would have been evident they had not exceeded the speed limit. Well, what of it? The J. P. was not there for his health, and it was his business to find motorists guilty whether they were or not.

One reason for the many violations of the spirit as well as the letter of the automobile law is that the statutes are not enforced. The lucrative practice of stopping and fining motorists is followed assiduously, to the sorrow of well-disposed persons, but no one ever thinks of getting after those who merit jail sentences. That would be too much trouble—and there wouldn't be any money in it!

Much astonishment was caused by the fact that when the pillage of the palace of Abd-el-Aziz, the Sultan of Morocco, took place the invaders found therein twelve automobiles and a hundred bicycles. The reason of this is amusing: It seems that when the Sultan of Morocco wished to obtain a motor-car or a bicycle he was informed that in Europe it was customary to sell cars only by the dozen and bicycles only by the hundred. Believing the story, he made his purchases correspondingly. Of course, it would not have been etiquette for the dealer to deceive him.

Since the invasion of the Pacific Coast by the American fleet and sightseers from the East, the discovery has been made that there are more automobiles in that section of the country than anyone except the natives supposed. Yet it has been well known that enormous numbers of cars have been absorbed by the Far West, both before and after the San Francisco fire.

A. C. A. Takes a Hand in Disqualifying

War to the bitter end will undoubtedly be the result of the action taken by the Contest Committee of the Automobile Club of America at a meeting held Tuesday night. It was decided to accept the gage of battle thrown down by the American Automobile Association and follow its plan of disqualifying from participation in contests held by or under its auspices all entrants in the Vanderbilt Cup race promoted by the A. A. A. The action taken referred specifically to the Vanderbilt Cup race.

It was resolved to "disqualify any one competing in an international race in this country unless the event is sanctioned by the Automobile Club of America."

Robert Lee Morrell, chairman of the committee, presided at the meeting, the others present being Henry Sanderson, first vice-president of the club; H. C.

Pierson, Massachusetts Automobile Club; Henry Souther, chairman A. C. A. Technical Committee, and E. Rand Hollander, Harry S. Houpt and Henry H. Law, of the Contest Committee. The announcement regarding the disqualification was made as follows:

"Pursuant to the resolution adopted at Dieppe by the International Association of Recognized Automobile Clubs, all participants, namely, manufacturers, agents, private owners, drivers or mechanics, taking part in any international race in America not sanctioned by the Automobile Club of America will be disqualified from competing in any future international race held in America or Europe."

It was also decided to offer \$8,000 in cash prizes, to be awarded to drivers in the Grand Prize race at Savannah. The \$8,000 will be divided as follows: \$4,000, \$2,000, \$1,000, \$750, \$250.

No Sanction Wanted from Either Organization

It is now the Motor Racing Association, that name having been decided upon as a substitute for the title, Metropolitan Motor Association, previously adopted by the new organization which sets out to take over the control of contests held in the metropolitan district. The change was made at a meeting held Friday night of last week, the principal business of which was to arrange many of the details of the first race meet of the association. The latter will be held at the Brighton Beach track Friday, September 18, and Saturday, September 19.

"In order," it was stated, "to obviate the necessity for taking sides in the existing controversy between the A. A. A. and the A. C. A., it was decided to hold the meet without asking the sanc-

tion or approval of any other organization.

"That the races will be successful is assured by the fact that the cars represented are those which have been the most prominent in all speed, endurance and hill-climbing tests held heretofore," the association's press agents say.

"Fast time will be made, and it is confidently expected that new world's records will be established in the shorter as well as the 24-hours race. The entry list will include such leading cars as the Fiat, Isotta, Stearns, Simplex, Allen-Kingston, Lozier, Thomas, Renault, etc.

"Entries will not be confined to those cars which are members of the association. A number of others have already signified their intention of signing the

entry blanks as soon as they are issued on next Wednesday.

"Besides the main event, the 24-hour race, there will be a number of mile speed trials, short races and match contests. The list will include a free-for-all, a 50 mile race and several shorter events.

"A special match race between the Fiat Cyclone and the Christie car has

already been arranged for. Altogether the first meet of the new association will be varied and full of interest, and will afford the public an opportunity to see all the leading swift Briarcliff and other racing cars in competition on the track.

"Cash prizes amounting to \$1,500 will be given in the 24-hour event. Entries will close on September 1."

Delegates for Congress of Road Builders

President Roosevelt has appointed Logan W. Page, director of the office of public roads in the United States Department of Agriculture, as chairman of the delegation which will represent America at the World's Congress of Road Builders and Engineers in France on October 11 and following days. The other members of the commission are Col. Charles S. Browwell, superintendent of Buildings Grounds of the District of Columbia, and Clifford Richardson, an authority on bituminous road material.

The all important problem which the international congress will consider is that of how to preserve or construct lasting roads under the conditions of wear brought into being by the growth in the number of motor driven vehicles with pneumatic tires. It is asserted that the automobile thus equipped and driven at speed removes the top dressings of macadam roads, causing it to be deposited at the sides or beyond, leaving the crushed stone exposed with practically no binder, under which conditions raveling and disintegration quickly follow.

Government experts have for some time been looking into this matter and under the supervision of Mr. Page interesting experiments have been conducted on the Conduit Road near Washington, of which photographs

were taken. Director Page showed these reproductions of real conditions at the Good Roads Convention held this year in Buffalo and they prove to his satisfaction that the suction created by a swiftly moving motor car and its pneumatic tires raises the road surfaces and that damage is in proportion to the speed.

The motor car, as one of the most helpful and wonderful inventions of man, is here to stay and road makers realize that the problem they must solve is to secure a surface adjusted and suited to the new traffic for which the old-time construction for the horse has proven inadequate.

The one great object sought is the discovery of some binding agent which will stay on the road regardless of the speed cars are sent over it. The government has done some experimenting with the use of oil, salt and bituminous preparations for thus binding the top surface and the results of investigations along this line will be presented to the foreigners at the World's Congress in Paris.

President Roosevelt is very much interested in this question of good roads, which is vitally connected with the industrial welfare of the nation. Mr. Page has left for Europe early in order to study "cause and effect" in other countries.

Lowell Gets a Double Sanction

No participant in the 250-miles road race, to be held at Lowell, Mass., on September 7, need now have any fear that he will be disqualified. A double-barrelled sanction has been secured for the event, the American Automobile Association having first given its permission and now the Automobile Club of America has followed suit. How it all came about is told in a communication given out on behalf of the Lowell Automobile Club, which is promoting the race.

It appears that some of the entrants were unwilling to risk disqualification at the hands of the Automobile Club of America, which was feared owing to the fact that the A. A. A. had already taken the meeting under its wings by issuing a sanction for it. To get over the difficulty, President Heinze, of the Lowell Club, addressed the following letter to Chairman R. L. Morrell, of the Contest Committee of the A. C. A.:

"The Lowell Automobile Club requests the sanction or endorsement of the Automobile Club of America for the 250-mile road race over the Merrimac Valley course to be held on Labor Day, September 7, 1908, in order that car drivers will not be disqualified in future events."

To this, after a special meeting of

the Contest Committee, the following reply was sent:

"Your communication of the 11th inst., addressed to the Contest Committee of the Automobile Club of America, requesting our sanction or approval of the 250-mile road race to be run by your club on Labor Day, September 7, 1908, duly received.

"Same was submitted at a meeting of our Contest Committee, held this day, and by resolution adopted thereat, the Contest Committee of the Automobile Club of America consents to the holding of such race by you, and states that the entrants and drivers participating therein will not be disqualified by the Automobile Club of America in any future events because of such participation."

Immediately on receipt of this information C. M. Hamilton, of the Isotta Import Company, made an entry of an Isotta Fraschini and selected Al. Poole to drive the car. E. R. Hollander has also entered the Briarcliff Fiat which will be driven by Ralph de Palma.

The entries for the Lowell race are limited to twelve, of which the entry of a Simplex, Isotta and Fiat have already been announced. It is expected that the entry of a Stearns, American, Zust and Lozier will be announced during the next few days.

Mercer County A. C. Sets an Example

Secretary John L. Brock, of the Mercer County Automobile Club, Trenton, N. J., tells, in a letter to AUTOMOBILE TOPICS, of the work that organization is doing in laying the dust on the country roads.

"The Mercer County Automobile Club is furnishing and applying oil to some of the country roads, as an experiment in abating the dust nuisance with a hope that it will be adopted by the State in all road construction," he writes.

"This movement will preserve the farmers' crops from injury by the dust which settles, and incidently blinds the motorists who is in the wake of another car.

"This is also a movement in the right direction to secure better legislation, and should be followed by other automobile clubs."

The Swiss Automobile Club is arranging to hold a reliability trial of industrial motor vehicles early next year.

Government Accepts Baldwin Dirigible

Having made two successful official flights last week, the Baldwin balloon which has been tried out at Fort Meyer, Va., for the past few weeks, has been accepted by the United States Government.

In the first flight an average of 18 miles per hour was maintained. In the second the average was over 20 miles. The official requirement was 16 miles per hour.

All the army officers, and there were large numbers of them present at the performances, expressed their satisfaction over the result.

On the first flight the ship rose at 6.32 p. m., crossed the official starting line at 6.33, and, sailing two and a quarter miles to a point over Cherrydale, made the turn at 6.41 p. m., and

recrossed the starting line at 6.48½ p. m. A half minute was deducted for time consumed in the turn.

In the second flight the ship rose at 7.09 p. m., crossed the official line at 7.10 p. m., made the turn to the north-east of Cherrydale at 7.17 p. m., and recrossed the starting line at 7.23¾, three-quarters of a minute being deducted for the turn.

It is now expected that the attention of the Government officials will be turned toward getting from Congress as large an appropriation as possible, not less than \$100,000, at the next session to buy a fleet of these dirigible airships.

The next test will be of aeroplanes. It is assumed that the aeroplane of the Wright brothers will be accepted.

Wright Airship Breaks a Wing

A slight accident occurred to Wilbur Wright's aeroplane at Le Mans, France, on August 13, the result being that he has done nothing to startle Europeans during this week. Wright had been in the air two minutes and twenty seconds and was cutting his second circle when he came to the ground with sufficient force to smash some of the wooden framework of the left wing of the lower plane of his machine.

"I found the engine was misfiring and determined to descend," he said, in explanation of the accident. "I then planned a half turn without the engine and when within three feet of the ground pulled the lever the wrong way, thus depressing the left wing and the aeroplane, which had already been lowered for the turn. This is a mistake I have made often within the last few days, but I have always before been at a sufficient height from the ground to correct the mistake in time. I am not at all superstitious, but this happens to

be the thirteenth day of the month."

The machine will be repaired again in a few days, and the tests will then be resumed.

Harm that "Speed Maniacs" are Doing

Last week the American Automobile Association sent out a hurried notice to its members all over the United States, giving warning that very drastic anti-automobile legislation is likely to be enacted in several of the eastern States, particularly Connecticut and New York, if reckless speeding is not stopped.

Secretary G. K. Dustin, of the Automobile Club of Hartford, Conn., says the Connecticut automobile law, which is regarded as one of the model motor vehicle laws of the country, is liable to be repealed, and substituted for a very unwelcome law against automobilists unless the association can bring about a hurried reform among the "speed maniacs."

Fastest Cars Didn't Win at Algonquin

In the presence of an estimated 8,000 spectators, the Chicago Motor Club conducted a very successful hill-climbing contest at Algonquin, Ill., on Friday, August 14. The whole day was given over to the affair, the morning events being held on Perry Hill, while Phillips Hill was the scene of those of the afternoon. Chief honors of the day went to a Stearns six cylinder, driven by Frank Leland. It captured the Algonquin Cup, offered to the car making the fastest time of the day. Leland drove his car up Phillips Hill, a half mile ascent, in 29 2-5 seconds, thus winning the cup. A Thomas car was a close second, however, its time being 30 seconds.

To the gratification of many of the onlookers, the Chalmers-Detroit cars, both the larger forties and the smaller thirties, gave an excellent account of themselves. In the morning two of the 40 hp. Chalmers cars did Perry Hill in 24 4-5 seconds and 25 seconds, respectively. Both of these times broke the previous record of Perry Hill. In the afternoon the 30 hp. Chalmers, which has just been placed before the public, negotiated Phillips Hill in the remarkable time of 33 2-5 seconds. Its performance was watched by many admirers.

Not all of the honors of the contests went to the cars which showed the best speed, however. Other considerations entered into the tests, the promoters of the contest having figured out that weight, piston area, cylinders, bores and a dozen other features should be taken into consideration.

It so happened, for instance, that Paul Hoffman drove a six cylinder Pierce in the high area touring car class, slightly slower than either the Apperson or Thomas, which were entered in the same class, but the mathe-

matical calculations figured the Pierce a winner. In this heat the Apperson was the fastest car in the morning and the Thomas in the afternoon, but the Pierce won both heats.

Still another instance was in one of the smaller classes, where the Brush was the slowest of six competing cars, both morning and afternoon, but was winner of both heats. In this class the Chalmers-Detroit averaged best for both heats, with the Buick doing very speedy work, as it did throughout the day, but under the formula the cars ranked, Brush, Buick and Chalmers, in the order named.

A summary, giving the cars in their order of finish, according to speed qualifications and by the mathematical formula, follows:

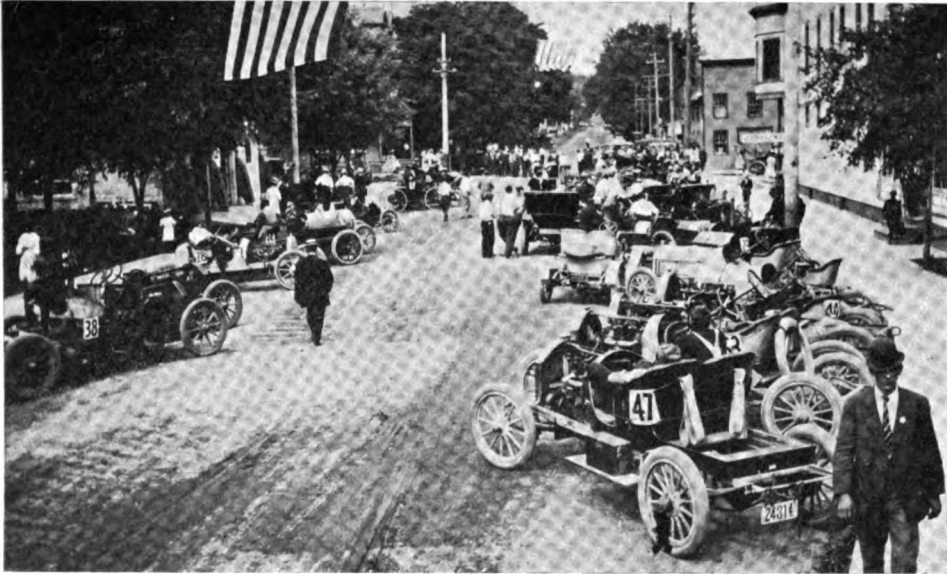
Division 1. Class A.—Bendix made best time morning and afternoon, but under the figures the cars ranked. Holsman, first and second; Bendix, third; Kiblinger, fourth and fifth; Black, sixth.

Division. Class B.—Chalmers-Detroit, first on speed in the morning, with Buick second, and conditions exactly reversed in the afternoon. Under the formula the cars figured: Brush, first; Buick, second; Chalmers-Detroit, third; Jackson, fourth; Moline, fifth; Jackson, sixth.

Division 1. Class C.—Corbin and Wayne tied for first in the morning; Corbin first and Wayne second in the afternoon. Under the formula the Apperson figured the winner; Corbin, second; Maxwell, third; Wayne, fourth; Grout, fifth, and Moline, sixth.

Division 1. Class D.—Chalmers-Detroit Forties were first and second on speed in the morning and first again in the afternoon, with Buick second. The figures declared the Cleveland winner; Buick, second; Stoddard-Dayton, third; Chalmers Forty, fourth; Chalmers Forty, fifth; Diamond T, sixth, and Tincher, seventh.

Division 1. Class E.—Formula gives Pierce Arrow, first; Apperson, second; Thomas Flyer, third. Times were about reversed.



MAIN STREET, ALGONQUIN, THE DAY OF THE CONTEST

Division 2. Class F.—Free-for-all—Morning, Stearns and Thomas tied for first; Knox, third; Apperson, fourth; Stearns, fifth. Afternoon, Stearns, first; Thomas, second; Apperson, third; Knox, fourth; Stearns, fifth.

Division 2. Class H.—Morning, Knox, first; Chalmers-Detroit Forty, second;

Chalmers-Detroit Forty, third; Tincher, fourth; Cleveland, fifth; Stoddard-Dayton, Diamond T and Buick, tied for eighth; Buick, ninth.

In the amateur classes all of the contestants were scratched except A. W. Greiner and his Chalmers Detroit Forty, in which he made two excellent trials.

New Touring Ground Described

Notice is given by the Bureau of Tours of the Automobile Club of America that new route cards, covering a territory little known to tourists, will shortly be ready for distribution to those who request them. They will contain information regarding a tour from Delaware Water Gap and thence via Pocono Mountain to Scranton, Pa., thence to Binghamton, N. Y., Binghamton to Watkins, Watkins to Richfield Springs, N. Y., thence to Lake George and through the Adirondack Mountains to Plattsburg; Burlington to Manchester, Vt., and return to New York City.

The distance covered is about 950

miles. The route leads through beautiful scenery the entire distance. The roads were fair touring roads with some rough stretches, relieved by occasional pieces of macadam. Hotel and garage accommodations were excellent and at convenient distances for ordinary day's runs.

The Tires They Used

The Stearns, Thomas and Chalmers-Detroit cars, which performed so creditably at the Algonquin, Ill., hill-climb last week, were equipped with Fisk tires.

Victorious Thomas Car and Crew Return

The winning crew of the Thomas car in the New York-Paris race, consisting of George Schuster, driver; George Miller, mechanic, and George MacAdam, correspondent to the *Times*, arrived in New York last Saturday on the French steamship *Lorraine*.

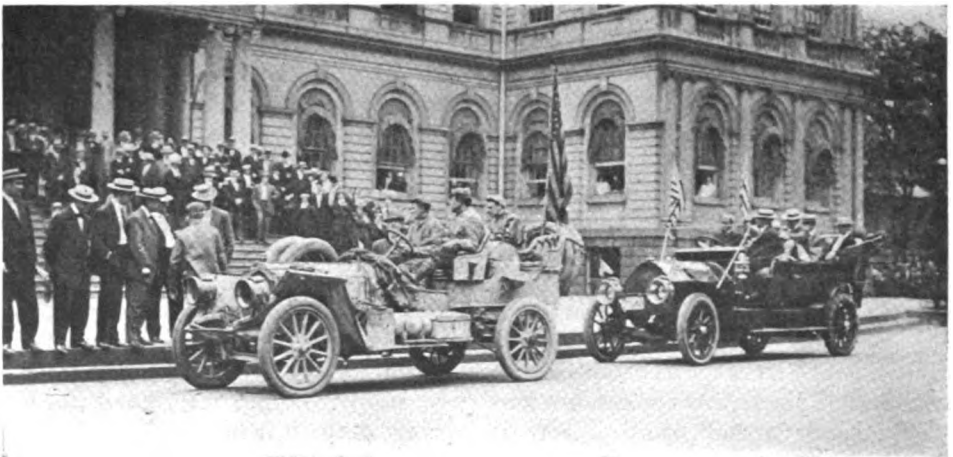
The three men who made the remarkable trip in the car, covering over 12,000 miles on road and as much more by water, were received with signal honors. The American Automobile Association, the Automobile Club of America, the Association of Licensed Automobile Manufacturers and the American Motor Car Manufacturers' Association sent delegations to the pier to meet the men. E. R. Thomas and a party of ten or more came down from Buffalo to greet them, and Harry S. Hought and John Elliott Bowles, who entered the car in the race, were present. Both of the car's competitors in the race, the Züst and Protos Companies, were represented at the pier.

At the luncheon in honor of the crew at the Automobile Club of America Robert Lee Morrell, chairman of the club's Contest Committee on the Paris

race, said that the victory won by the car was one of the most remarkable in the history of automobiling, as the contest was the most stupendous ever held. The victory of the American car was especially gratifying, he said, for the reason that it was the first victory ever achieved by an American machine in any international automobile contest. "It is the forerunner of many," he declared. "The beginning of the end of European supremacy in automobile contests." Similar expressions of appreciation came from other distinguished quarters, while all showered congratulations upon the men whose pluck, endurance and perseverance had made the victory possible.

On Monday the car was taken from the hold of the *Lorraine* and triumphantly paraded through the city streets to the Hought garage at 63rd Street and Broadway, and finally back to its starting point in front of the *Times* building. The dirt-begrimed victor was welcomed by acting Mayor McGowan at the City Hall and cheered by thousands along the route of the parade.

The automobile escort assembled at

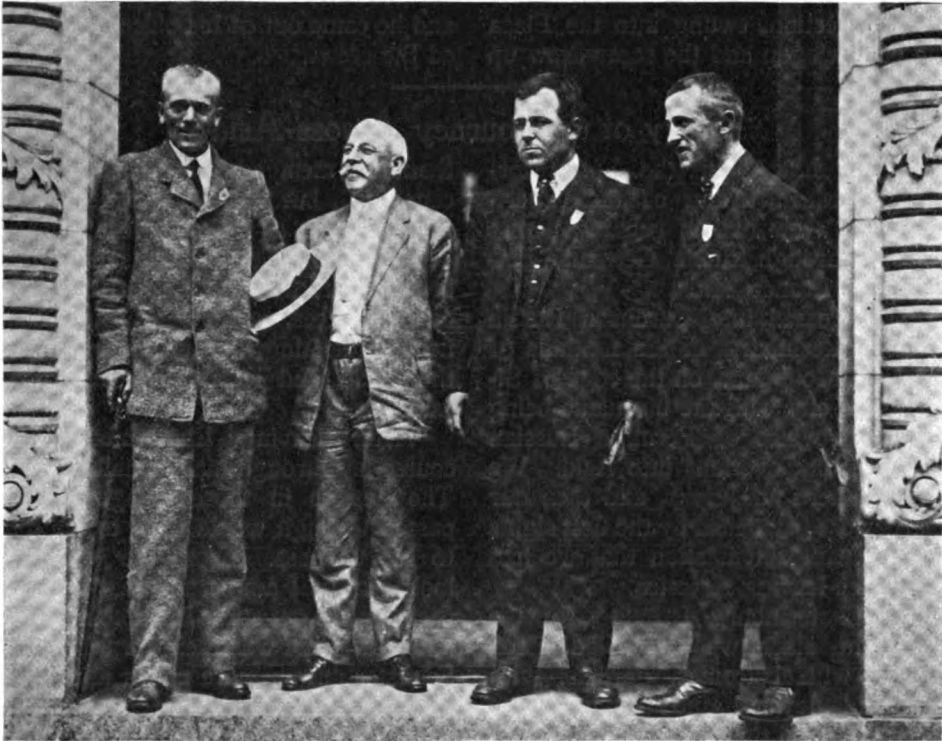


SCHUSTER AND THE THOMAS CAR IN CITY HALL PARK

the Houpt garage at 1 o'clock, and then proceeded to the West Street pier. They lined up there under police direction at 2 o'clock, and waited until the winning car was unloaded. The Customs officers had prepared all the necessary papers to admit the car, and it

making fifty miles an hour in the close run into Paris.

When the procession was ready to start away George Schuster assumed the driver's seat. Beside him as mechanic rode George Miller, while in the rear seats were George McAdam,



GEORGE SCHUSTER (AT LEFT), GEORGE MILLER, E. R. THOMAS AND GEORGE MAC ADAM

was only necessary for the inspector to view the machine.

When the car was finally uncrated it was found to be battered and worn from front to rear, but its inner mechanism was uninjured. The skids that it bore on either side when it started out from Times Square on Lincoln's Birthday had disappeared. The treads of its tires were torn and snagged, and its hood was dented and bent with stress of many a bump. For all its wear it had a look of power, and George Shuster, the chief pilot in the long journey, told of

the third of the trio that circled the globe, and Montague Roberts, who drove the car out of New York and gave it its first big lead to Cheyenne. A delicate compliment was paid to Roberts by Schuster at the pier. When the car was ready he offered the driver's seat to the popular driver, saying:

"Monte, you drove the car out. You should drive it home."

But Roberts would not listen to the proposal and insisted that Schuster's wonderful run across Siberia and Europe entitled him to the seat of

honor. And so it was arranged. The line of march was down West Street, to Battery Place, to Beaver Street, to Broad, to Wall, to Broadway, to Park Row, to City Hall, and thence up Broadway.

At City Hall Park the biggest crowd was gathered. As the leader, under police direction, swung into the Plaza the band wagon and the racer drew up

in front of the City Hall, while the rest of the cars lined up across the driveway. Then the four men dismounted from the Thomas car and were escorted in by Lieut. Kennel to see acting Mayor McGowan. When the little group reached the anteroom Lieut. Kennel informed Mr. McGowan of its arrival, and he came out of his office and greeted the crew.

Story of the Journey Across Asia

George MacAdam, the *Times* correspondent, in telling of the experiences the crew had in running across Europe, through Russia, Germany, Belgium and France, said:

"We crossed into European Russia from Ekaterinburg, in the foothills of the Ural Mountains, on the edge of Siberia, the city with the big name being in the Province of Perm, a Russian province that overlaps into Asia. We arrived there on July 7, and then our hearts were gladdened by the first sights of real white civilization that we had seen since leaving America.

"In Ekaterinburg I found for the first time since we left Vladivostok houses with balconies, gardens with beautiful flowers, and people whose faces indicated that they took just a little more than passing interest in life. Of course the people there were not to be compared with those we were to meet later on, but they were a vast improvement on what we had seen. We remained in the city at the foot of the Ural Mountains until 3 o'clock on the morning of July 8 before we set out across Europe.

"Automobiles are the rarest things in the world in the Province of Perm, and ninety-nine out of a hundred persons that we saw had never heard the chug-chug of an automobile before in all their lives.

"The women were better behaved

than the men, so far as Vodka was concerned, but they were much worse in disposition, as we soon were to learn. They would shake their fists menacingly at us, and then, with a terrible scowl on their faces, would point to the open fields, indicating that we should take to the fields, and leave the road to the caravans.

"After leaving Ekaterinburg our course lay through many small villages. The natives in those villages as we passed through would flock to the hills to see us pass. From the way they looked at us I am certain that they expected us to get stuck in climbing those hills, but great was their surprise when Schuster put on more power and scooted like a thing afraid up those steep inclines.

"It was 8 o'clock in the morning of the 9th of July when we passed the monument, the inscription on which tells you you have left Asia and have passed into Europe. We were in Europe, and Asia lay behind us. Glorious thought! Even the air seemed to instantly change. The fields were better tilled and they were fenced in, and were it not for the Ural Mountains in the background that part of Russia would remind the American of the rolling plains of Indiana and Illinois. Then the houses were better, and the horses were so much bigger and so much stronger, and, as we were to learn

to our great regret, so much more nervous than the little ponylike animals so common on the Asiatic side of the border.

"Those bigger and more nervous animals caused many a chill to run up and down our backs, so numerous were the runaways and so miraculous some of the escapes of those unfortunates in the wagon. The drivers were a thick-headed lot and when they would see us coming they would become so frightened that they could not move.

"The first bad runaway caused by the Thomas's approach was that of a horse hitched to a wagon in which were seated a man, a woman and two children. The man was thrown out and one of the children fell on top of him. Then the wagon turned turtle and fell on the woman and the other child. Wonderful to relate, nobody was hurt.

"Here is an instance of the strange natures of these people. We would pass through a village, and those that were not driving a wagon or a ramshackle buggy would gather on the hills to see us pass. When they saw a runaway due to our passing they would just grin, and the idea of going to the assistance of the unfortunate in the case never entered their minds, and it made no difference whether that unfortunate was a woman or a child.

"On July 9 we arrived at Perm, the capital of the province of that name. It is a big town, and as we ran through the main street our tire burst. Everybody ran, thinking we were anarchists and had exploded a bomb. When we stopped at a post house they gathered at a respectable distance and looked and wondered. Then a Cossack rode up, and for the first time I saw the knout in use. This brutal fellow beat men and women and children back to the sidewalks, and then, as if he wasn't satisfied, beat them back into the stores and other nearby places of refuge, where

his horse could not enter. In Perm I also saw for the first time since starting a reminder of home. It was a big map of the course of the great race, like the one that was posted in the *Times* window on Broadway. A Swiss baker was the enterprising person displaying it.

"At 4 p. m. we left Perm, and our course lay through a beautiful forest people by picturesque Russian gypsies, who rushed out to see us as we passed and gasped in wonder at the car, and then hustled back into the fastnesses of the woods. Two hours later we reached the River Kama, where we crossed on an ancient ferryboat with several hundred villagers. We paid a quarter for the transportation of the automobile, villagers and all, and the ferryman acted as if it was the biggest fee he had ever received.

"We had our usual meals of eggs and tea at Okansk, and at 2.30 o'clock the next morning we were off again in a driving rain. On this run we came near ending the New York to Paris race, so far as the Thomas car was concerned, according to Miller. We skidded down a clay hill and found ourselves on the brink of a river on one side and imprisoned by a high fence on the other. A sudden application of power finally got us out of this hole.

"After leaving Okansk we got some awful roads, filled with fearful deep ruts and mud holes, and the bumping we got for those few miles was terrific. It was raining, and when we reached the next village we got out to dry our clothes. I climbed up on top of the brick stoves such as the Russians use. My companion was the house cat. Later Miller joined me on top of the stove.

"We found a post house, and the crowd that gathered around us was so thick that some of them in the back of the room stood up on chairs so they

could see our jaws work when we sat down to our daily meal of eggs, bread and tea. The next morning we went in the mud up to the hubs of the machine and we sheered off five more valuable teeth. We found a peasant's house, and from the owner learned that it was a two days' run to Kazan, where we expected to find a new gear. Schuster went after the gear, leaving Miller and me behind. That night I slept in the stable and about midnight Miller joined me. He gave as an excuse the presence of insects not unknown even in some parts of the United States.

"While we were waiting there for Schuster's return the Protos passed us. Koeppen greeted us cordially and commiserated with us on our predicament. He stopped long enough to be photographed and then pushed on, leaving us disconsolate with the peasants and the cows. The next day Schuster got back and the day after we started out in pursuit after the German car.

"Our course was through villages peopled by Tartars, and then came Kazan, the first big city we struck since leaving Japan, with trolley cars and asphalted pavements and something good to eat. From Kazan we again struck fine roads and kindly people, who followed us with cheers and words of encouragement, and then all of a sudden the good roads stopped and we ran afoul of washouts and gulleys that reminded us of darkest Siberia.

"It was midnight when we struck Nijni Novgorod, and when we left that city we struck our first fine macadam road. This road was a dandy, and was in two splendid stretches, one of them fifty miles and the other seventy-miles straight ahead as an arrow. Passing Vladimir we traveled through forty miles of territory peopled by extremely unfriendly natives. There were no smiles and no cheers from those people. The women shook their fists and the

men in the hayfields threatened us with their sickles, while the little children threw rocks and sand at us. We learned afterward that the cars that escorted Prince Borghese in the Peking to Paris race killed a child.

"That night we met the first automobile we had seen since leaving Japan. It belonged to Alexis Shibaeff, the wealthiest citizen of Bogorodsk. He tendered us a splendid midnight dinner.

"At Moscow we were entertained by the Automobile Club and given a grand send-off and a splendid escort of automobiles when we started for St. Petersburg, where another equally enthusiastic reception awaited us. I may add that we gave the Thomas its first real tuning up at Moscow since leaving Seattle, for it was there we first got to a garage where there were real bolts and screws to be had.

"On the way from Moscow to the capital the Thomas got its first baptism of blood. About twenty miles out of the ancient capital we ran over and killed a rooster. The natives along this route were also unfriendly, and again we were greeted with the menacing shaking of sickles by the haymakers, who told us if we didn't go slow they would stone us.

"In St. Petersburg we were entertained by Ludwig Nobel, the Russian oil magnate, and leaving that city after the Nobel dinner we ran all night, and passed over the border into Germany. There is a country for you. Fine people, fine houses, fine roads and fine hotels. Everybody was cordial and friendly, and our reception everywhere was the most pleasant imaginable. At good speed we passed into Belgium, and then into France and to Paris. The crowds were friendly and enthusiastic everywhere. We struck Paris at night a winner by twenty-six days, and the great New York to Paris race was over."

Springfield Club's Climb a Promising One

From the present outlook the Springfield Automobile Club's hill-climbing contest up Wilbraham Mountain, on September 11, will be a very interesting affair. Wilbraham hill is just steep and bothersome enough to test the qualities of the competitors, and the 21 events on the program, including two for motorcycles, will afford trials for all types of cars.

The road on which the Wilbraham Mountain is situated branches off the

finish. The new stretch of road will be about 100 yards long. All the rocks will be taken out and as the road is naturally hard and firm no better hill in the vicinity of Springfield could be found for the climb. The grade, outside of the slight drop near the finish, is constant and the cars will be climbing at the finish. It is planned to have a grandstand erected near the point of the 22 per cent. grade and from the stand a view can be gained of the entire



AT THE FINISH OF THE COURSE

main highway between Wilbraham and Monson, and is about midway between these two towns. Before the grade is reached there is a level stretch of about 200 yards, which will enable the cars to get a good start. The hill is exactly one mile long and has an average grade of $8\frac{1}{2}$ per cent.

The steepest grade is about 22 per cent., a few hundred yards from the finish, and coming just before a 2 per cent. dip. The original road curved, near this grade, at an angle of over 45 degrees, but this curve is now being straightened, so that the course will be practically a straight one from start to

course.

The automobile club will have the use of the road up the hill not only on the day of the climb, but also for four days before, when the contestants will be able to make practice tests.

Following is the list of events.

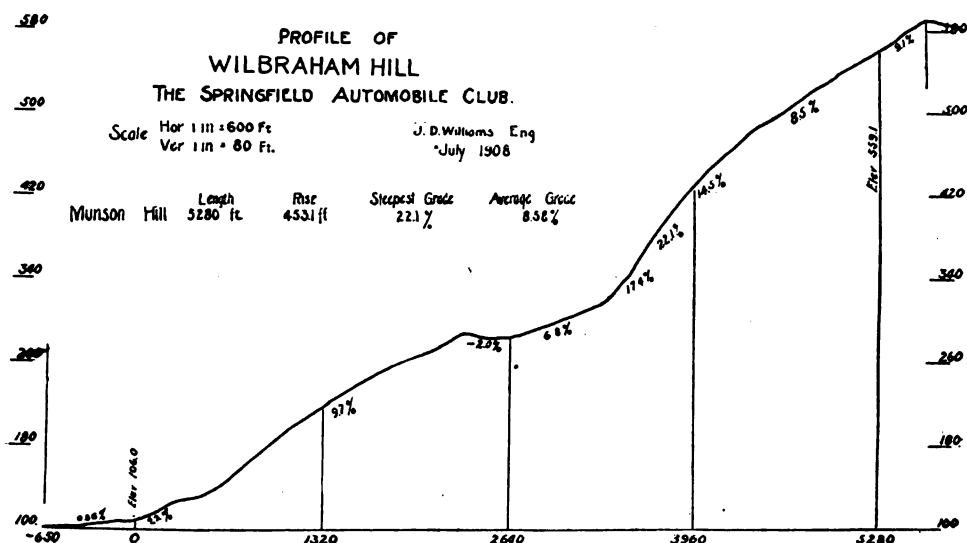
Event 1—Open to gasoline cars with 60.1 to 75 hp. inclusive.

Event 2—Open to gasoline cars with 40.1 to 60 hp. inclusive.

Event 3—Open to gasoline cars with 24.1 to 40 hp. inclusive.

Event 4—Open to gasoline cars with 15.1 to 24 hp. inclusive.

Event 5—Open to gasoline cars with 15 hp. and under.



Event 6—Open to gasoline cars selling for \$850 or less

Event 7—Open to gasoline cars selling for \$851 to \$1250 inclusive.

Event 8—Open to gasoline cars selling for \$1251 to \$2000 inclusive.

Event 9—Open to gasoline cars selling for \$2001 to \$3000 inclusive.

Event 10—Open to gasoline cars selling for \$3001 to \$4000 inclusive.

Event 11—Open to gasoline cars selling for \$4000 and over.

Event 12—Open to gasoline cars with piston area 50 square inches and under.

Event 13—Open to gasoline cars with piston area over 50 square inches and under 65.

Event 14—Open to gasoline cars with piston area over 65 square inches and under 90.

Event 15—Open to gasoline cars with piston area 90 square inches and over.

Event 16—Open to all cars of gasoline power.

Event 17—Open to all gasoline stock cars.

Event 18—Club event, cars owned by members of the Automobile Club of Springfield, all types and motive power.

Event 19—Record of hill, open to cars of all types and motive power. A cup known as the "President's Cup," contributed by Mark Aitken, will be given to car making best time in this event.

Event 20—Motorcycle event, open to motorcycles 30.5 cubic inch cylinder capacity and under.

Event 21—Motorcycle event, open to motorcycles 61 cubic inch cylinder capacity and under.

Haupt Goes on A. C. A. Contest Board

It was announced this week that the Board of Governors of the Automobile Club of America has elected Harry S. Haupt a member of the Contest Committee. The new member, who is the head of the concern representing the Thomas car in the metropolitan district, has accepted the position and will add considerable strength to the committee, which also contains the names of A. H. Whiting, E. R. Hollander and H. H. Law, with Robert Lee Morrell as chairman.

Owing to certain administrative difficulties that have been encountered, the organizers of the Suse-Mont-Cenis hill climb have decided to omit the race that had been announced for this year.

Big October Meet for Philadelphia

What is, all things considered, the most remarkable concession ever made to the automobile interests comes in the shape of permission granted by the commissioners of Fairmount Park, Philadelphia's big pleasure ground, to hold a 200-mile race there on October 7. Chief among the reasons for granting the permission is the fact that the Quaker City is to have a big Founders' Week celebration and the automobile race is to be one of the many attractions offered. A 10-mile circuit in that part of Fairmount Park lying west of the Schuylkill River will be set aside for the purpose of holding the race.

This plan, which has just been made public, is a definite proposal by the local club, with the approval of the city authorities and the hearty support of the committee which has in charge the

festivities of that week. It is also proposed, with the favorable co-operation of the State, to have the course patrolled by soldiers with arms.

The course as mapped out will start in front of Memorial Hall, then curve down to the river drive on the West Park Drive, which it will use for about three miles up the river, when it curves inland, climbs a couple of fair sized hills, and then turns around through the park drives. There are few dangerous curves for high speed work and several good straightaways. A number of entries are promised.

The Motor Club asked for the required permission in a letter to the Entertainment Committee, in which it promises to secure the entries, supply the guards for the course, oil the roads at its own expense and will be given permission to erect a large grandstand.

Competition of Small Heavy Vehicles

Le Poids Lourd and *L'Auto* have organized a competition of small heavy vehicles, which is to take place in October. What is meant by the term "small heavy vehicle" is a vehicle of a mean 8, 10, 12 or 14 hp. at a maximum, capable of carrying effective loads varying from 150 to 1,200 kilograms (330 to 2,640 pounds), and of making an average speed of from 10 to 30 kilom. (9 to 18 miles) an hour, with a full load.

The competition will be open to two classes of vehicles, viz., delivery and passenger.

The first class will include: (1) Motorcycles carrying 50, 100 or 150 kilos. (110, 220 or 330 lbs.) of effective load; (2) vehicles carrying a load of 200 kilos. (440 lbs.) or less, with closed body, and a maximum weight, in run-

ning order, of 350 kilos. (770 lbs.), exclusive of the weight of the driver; (3) vehicles carrying from 201 to 600 kilos. (440 to 1,320 lbs.), with closed body and a maximum weight of 350 kilos. (770 lbs.) or over, in running order, and (4) vehicles carrying from 601 to 1,200 kilos. (1,320 to 2,640 lbs.), with closed body and a weight, in running order, equal to that of the load.

The second class will include: (1) hotel omnibuses with seats for six passengers in the interior, say 70 kilos. (154 lbs.) per passenger, and 50 kilos. (110 lbs.) of baggage for each; (2) hacks carrying four passengers in the interior, and with closed body, provided with side entrances, and of weight in running order of 875 kilos (1,925 lbs.); and (3) small taxi-cabs carrying two passengers in the interior.

Discussing Ways of Preventing Speeding

Importance attaches to the meeting held at Mineola, L. I., N. Y., last week, called to protest against excessive speeding on the roads of Nassau County, chiefly because of two unusual phases. One of these was the tacit admission that the application of remedial measures lies with the motorists themselves and that to make them effective the support of the latter must be obtained. Hand in hand with this admission went another—that the present almost universal plan of having a miles-per-hour speed limit is wrong.

Many of those present, and not among the automobilists only, were of the opinion that the present New York law would ultimately be changed and the principle of the Connecticut law, with its "reasonable and proper" provision adopted.

Smith Cox, chairman of the Board of Supervisors, presided at the meeting. With him on the board were C. C. Painter and Phil. Christ. In attendance as representatives of town and motoring interests were, besides the men already mentioned, Jefferson de Mont Thompson, chairman of the A. A. A. Racing Board and the Vanderbilt Cup Commission; A. R. Pardington, second vice-president and general manager of the Long Island Motor Parkway; Dr. William Payson Richardson, chairman of the Law and Legislative Committee of the Long Island Automobile Club; Frank G. Webb, chairman of the Committee on Public Safety; Louis T. Weiss, treasurer, and Russell A. Field, secretary of the L. I. A. C.; Frederick H. Elliott, secretary of the American Automobile Association; Charles G. Peters, a resident of the county, residing on the Jericho turnpike and a member of the Automobile Club of America and Halstead Scudder, counsel for the supervisors.

Mr. Scudder opened the hearing and briefly stated that the conditions had become intolerable. He saw a ray of hope, however, in the fact that since the statement was sent out that the county had purchased motor cycles for two officers and placed them on the roads speeding had been reduced at least 50 per cent. He said that no arrests had been made in the county for a speed less than 25 miles an hour, and that lately the limit had been placed at 28 miles.

Mr. Terry called the attention of Counsel Scudder to the fact that speed trap warnings had been brought into being where such traps were thought to be absolutely unfair and maintained principally as a means of revenue. He advocated a slight margin of excess speed over the limit before arrest, clear evidence and then prosecution, and closed by saying that neither the A. L. A. M. nor the A. A. A. had ever posted warnings of speed traps complained of by Mr. Scudder.

Congressman W. W. Cocks thought the general public in Nassau County had gone motor mania mad, and that infractions of the law were laughed at. He agreed with Mr. Terry that the law was not being enforced as it should be and thought the fault lay with the magistrates. He advocated the purchase of a dozen motorcycles, if necessary, and a strict policing of the roads at all times, saying that in Erie County this method had proven successful. He recommended the purchase of an automobile for the use of the sheriff, so that he could get to different points easily, and was of the same mind as Mr. Terry again when he stated that the present clause in the statute relating to a mile-per-minute limit should be changed.

Dr. Richardson, speaking for the L. I. A. C., entered into a vigorous defense

of the action of the club in warning motorists of speed traps, saying that instructions were always given to the men thus sent out not to warn anyone who was driving at great speed and miles more than the legal limit at that point. Like Mr. Terry, he pointed out that many speed traps were unfair, citing one instance in Nassau County where a fine imposed on a wealthy resident had been refunded by a check in the magistrate's own handwriting.

Supervisor Painter admitted that the auto had done a great deal in building up Nassau County and assured those present that his board desired to be fair. W. W. Niles, of the A. C. A., substantiated Mr. Terry's remarks, saying that the prosecution of the malefactors was the only solution, and rec-

ommended an automobile commission to handle the whole complex matter on the same lines as the Public Service Commission. Frederick H. Elliott promised that the American Automobile Association would be glad to send out any notices that the board thought would better conditions.

In summing up, Mr. Scudder outlined a plan the supervisors had almost decided on, whereby owners and not chauffeurs would be arrested and an application would be made to the County Court to transfer the case to the Grand Jury, after which the offender would be subject to trial like any other criminal. As a last resort, he said, motor cyclists enough to guard all roads would be put on duty and that every one going beyond the limit, ever so little, would be taken into custody.

Boston's Endurance Run Details

Rules for the 24-hour endurance run of the Bay State Automobile Association to Bretton Woods and return, on September 23 and 24, have been issued.

Contestants in the run will be required to cover the route on a definite time schedule. An observer will be assigned to each car to take note of all adjustments, repairs and replacements and to inflict penalties accordingly.

The route commences at the clubhouse, Hotel Carleton, Boylston Street, and proceeds to Bretton Woods, N. H., and from that point to Boston. The total distance is slightly in excess of 375 miles, all of which is to be covered in 24 hours' running time. As this is a test of cars, not men, operators may be changed at any regular control, provided the checker at such control is notified.

A pilot car will precede the contestants to distribute confetti to mark the route during the daylight hours; at night this car will be equipped with a

rear red search light, and start from each control two minutes prior to the first of the contesting cars, it running on the regular schedule.

The cars will be divided into two classes. Class A will include all touring cars. Class B will include cars known as runabouts, roadsters and tourabouts. The cars entered in each class must be of stock pattern, such as regularly offered for sale. A catalogue describing the type of cars to be entered must accompany each entry.

A suitable certificate will be awarded to each car which finishes with a perfect score. In the event of a single car finishing the run with less penalization than any other car in its class it will be awarded a silver trophy.

A gold watch will be awarded to the driver making the most consistent showing. This prize need not be won necessarily by a driver of a clean-score car, but will be awarded for careful and consistent driving.

Philadelphia District Clubs to Co-operate

A comprehensive plan to bring about an improvement of conditions affecting automobilists in Philadelphia and nearby sections has been agreed upon by a number of motoring bodies in the Philadelphia district. At a recent meeting a committee of representatives appointed from each club, consisting of the Quaker City Motor Club, the Automobile Club of Philadelphia, the Automobile Club of Germantown, the Automobile Club of Delaware County, the Automobile Club of Norristown and the Delaware Automobile Association. It is hoped that the Automobile Club of Camden, N. J., will also co-operate. Among the objects aimed at are the following:

- Preparation of road maps and route information.

- The erection of warning and direction signs.

- The repair of roads if essential, and where it can be effected only by the automobilists themselves.

- The compilation of touring information, not only in regard to roads, but as to accommodations, garages, repair shops and stations and where gasoline and oil may be purchased.

- The care of local legislation, city and township ordinances and the administration of the law of such ordinances.

It is also the intention of the clubs, through the committee, to assist in putting a check upon unlawful and reckless driving, particularly in the cities and towns and to bring persons guilty of such to punishment. The committee is composed of the following members: C. H. Wheeler, chairman, the Automobile Club of Germantown; G. Douglass Bartlett, Quaker City Motor Club; Stedman Bent, the Automobile Club of Philadelphia; Edward S. Nyce, the Automobile Club of Norristown; John B. Bird, the Delaware Automobile

Association; A. H. Tomlinson, the Automobile Club of Delaware County, and S. Boyer Davis, secretary and treasurer, the Automobile Club of Philadelphia.

P. D. Folwell, president of the Quaker City Motor Club; Robert P. Hooper, president of the Automobile Club of Germantown; Powell Evans, president of the Automobile Club of Philadelphia; John E. Mountain, president of the Automobile Club of Norristown; John C. Bancroft, president of the Delaware Automobile Association, and J. H. Weeks, president of the Automobile Club of Delaware County, are also members of the committee ex-officio.

Funds for the prosecution of the work will be provided by the various clubs, and it is the intention to publish a monthly bulletin to be sent to every member of the allied clubs.

Italy Wants a Race Every Year

The Automobile Club of Italy has caused the publication of the following official note:

"As has been stated, the Automobile Club of Belgium proposed to the Automobile Club of Italy an agreement by which automobile races were to take place in the two countries in alternate years.

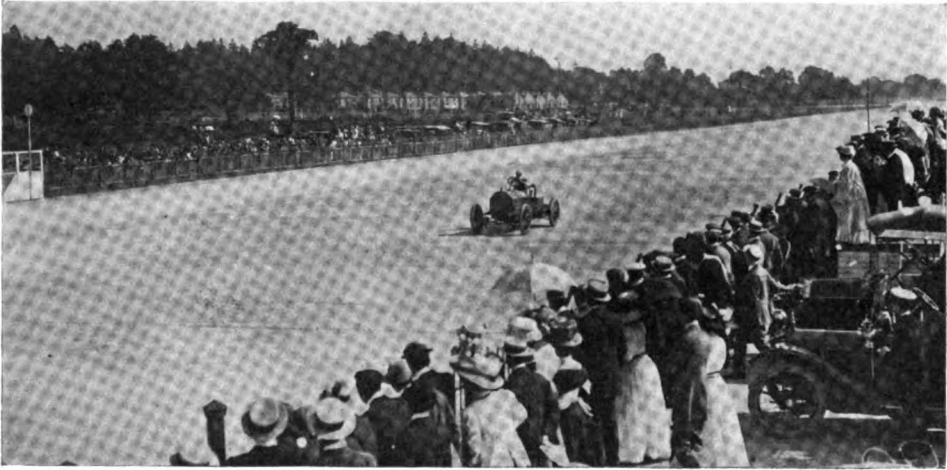
"Although such an arrangement appeared, at first sight, to be acceptable to many of the directors of the A. C. I., the directing committee, at its session of August 2, decided by a majority vote that the A. C. I. should preserve its entire liberty of action.

"The reason for this decision is that, in spite of the understanding between the two clubs, it would be perfectly possible for a third club to organize a race of the same kind in the same season."

Accident Mars Brooklands Bank Holiday Meet

Perhaps the most interesting event held at the Brooklands race tracks, England, this season, was the August Bank Holiday meeting conducted a few

The principal event of the two day's racing, and in which the fatal accident occurred, was the first annual contest for the O'Gorman trophy at 100 miles.



WINNER OF SECOND

RACE FINISHING

days ago. Two days, Saturday and Monday, were given over to the affair. The first day's racing was very successful, both from the speed viewpoint and from the lack of accidents. On the second day, however, the sport was marred by an accident to a Mercedes car, driven by C. Lane. It was traveling at the rate of about 100 miles an hour, when it suddenly left the track, plunging over the embankment. Lane was not seriously hurt, but his mechanic was killed instantly.

The race and trophy was finally won by F. Newton in a 60 hp. Napier car. Lane and his Mercedes held the lead in the early part of the race.

A rather novel event of the first day's racing was known as the Journalists' Handicap at 5 miles. This race was for cars entered and driven by journalists on the permanent staff of daily or weekly newspapers, and to the driver of the winning car a gold cigarette case was given. R. J. Flatan, in a 14 hp. car, won.

More Prizes for French Aviators

M. Franciseo Antonetti has made a gift to the Aero Club of France of a sum of 1,000 francs (\$200) for prizes to be awarded to pilots who are members of the Aero Club of France and who shall steer balloons of the first class in a distance competition without landing. The start must take place by

midnight of December 31 at the latest.

The first prize will be a cup of the value of 300 francs (\$60), and the same amount in cash; the second prize, 250 francs (\$50) in cash; and the third prize, 150 francs (\$30) in cash. The three prizes may be won by a single competitor, but not in the same trip.

A. C. of Bridgeport Is Aroused

BRIDGEPORT, Conn., Aug. 14.—The Automobile Club of Bridgeport has been doing good work lately in endeavoring to have automobilists observe a reasonable rate of speed. Circular letters have been sent to members by the Publicity Safety Committee, giving the sections of the laws most often violated, and asking members to join in supporting the law, for which the club was partly responsible in having passed, and which is one of the most liberal and admirable in the country.

The Public Safety Committee has been following this up with personal letters to owners of cars where flagrant violations of the law have come to its notice. Last Sunday the committee

placed flagmen on Connecticut Avenue, a wide, much traveled thoroughfare, forming the eastern approach to the city. Automobilists were halted and handed a card, which asked that a reasonable speed be preserved on this street and through the city.

Recently an automobile containing several prominent physicians collided at night with a man driving a horse on this avenue and all were more or less injured. The man on the wagon was taken to the hospital. The people in the vicinity are somewhat wrought up, claiming that excessive speed is maintained by many autoists, and the Automobile Club is endeavoring to adjust the matter.

Diamond Wins Demountable Rim Contest

A demountable rim contest, conducted by the Technical Committee of the Chicago Motor Club, took place August 6 on the Chicago-Elgin-Aurora-Chicago Century course. The object of the test was to determine, in the first place, the speed with which the different rims, four on each car, could be changed, and, in the second, to determine the reliability of such rims, judging from 100 miles of traveling over dusty gravel and stone roads at an average speed of 20 miles an hour.

The plan of the test involved the changing of all the rims previous to reaching Elgin, 42 miles from Chicago. The rest of the trip was to determine whether the rims, as mounted, held securely. This was decided by a close examination of the rims at the completion of the run, when loose nuts and creeping rims were looked for. Wherever any of these were detected, the contestants were required to tighten

the nuts and to loosen the rim and place it in its original position. The time spent in such adjustment or tightening at the end of the run was charged double and added to that required for changing the four rims.

The contest was won by the Diamond demountable (attached to a heavy Isotta-Fraschini car), with a total of 5 minutes 36 2-5 seconds for the changing and readjusting of the four rims that were changed during the run.

Fewer Than 35,000 Cars in France

According to late statistics there are 34,850 automobiles in service in France, and, of these 7,650 are found in the department of the Seine. The departments having more than 1,000 are rare, and it is only in those of the North and Rhone that this number is exceeded. Next in order follows the department of Seine-et-Oise with 960.

ISOTTA FRASCHINI

1908 Achievements of Stock Cars :

1. OVER THE CIRCUIT PAVODA BOVOLENTA, April 5th—Trucco and Minoia, driving Isotta regular stock 40 h. p. cars, finished first and second and established a world's record for 40 h. p. stock cars, averaging 76 and 75 miles per hour, and defeating all other Italian makes: Fiat, Bianchi, Züst, Rapid, Junior and S. P. A.
2. TARGA FLORIO RACE in Sicily, May; Trucco first, Giovani 5th, won the Florio Cup, using 40 h. p. stock car.
3. SAVANNAH. Lewis Strang, in the Briarcliff winner covered 342 miles in 6 hours 21 minutes and



BRIARCLIFF TROPHY

1908 Achievements of Stock Cars (Continued)

- 20 seconds, winning the race at the rate of 53.8 miles per hour.
4. THE BRIARCLIFF TROPHY. Won on April 24th, 22 entries; Isotta first, averaging 46.15 miles per hour.
5. BRIDGEPORT HILL CLIMB, first in free-for-all and first in stock car class.
6. JAMAICA SPEED TRIALS, June 5th, 50 h. p. stock car, first in kilometer, mile and two-mile trials.
7. ELKWOOD TRACK, LONG BRANCH, N. J., July 4—Poole won 100-mile endurance race for stock cars, in 1h. 30m. 26 4-5a.

You can purchase for immediate delivery regular stock models of the Isotta Fraschini, duplicates of the winners of the above races

ISOTTA IMPORT COMPANY, 1620-22-24 Broadway, New York

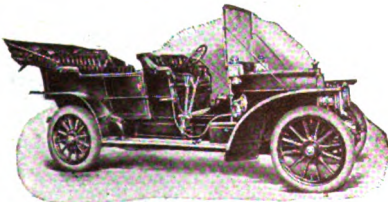
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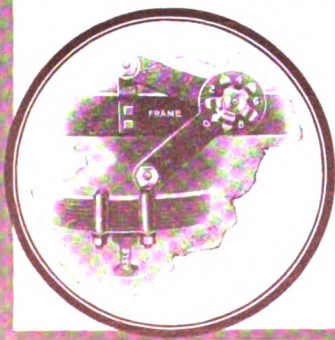
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We are signing contracts daily for territory allotments on better terms than other companies can afford to offer. There are no conditions (such, for instance, as making you sell higher-priced cars to get your small ones). By November 1st we shall have closed for our 1909 output.

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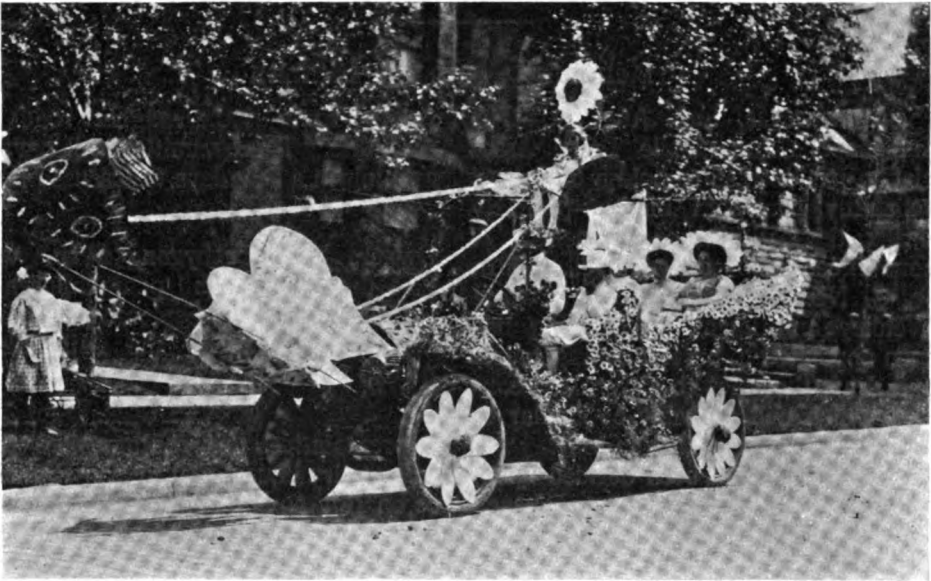
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Muskegon's Old Home Week

MUSKEGON, Mich., Aug. 17.—This lively little burg, on the shores of Lake Michigan, which is now endeavoring through industrial and commercial activity to recover the prestige it held 20 years ago when it was making millionaires through its lumber industries, had a home coming, August 13, which brought 5,000 former residents back into the city to help in the carnival and other features which made the occasion

to runabouts, all of which were tastily decorated and made it a difficult matter for the judges to award the prizes for the most artistic treatment. Muskegon has never been noted for niggardly men of means, and when the motor car parade with its carnival features was proposed a number of the automobile owners sent to Chicago for decorators to create prize winning effects. The flowers were of the artificial type, but they



THE BUTTERFIELD PRIZE-WINNING CAR

notable. These visitors for the day came from all parts of the country and some even from Europe, giving a holiday gathering which was by far the greatest the Sawdust City has ever witnessed.

The big features of the day were the automobile and the motor-boat parades, the latter being secondary only in importance to the former. In this motor car parade there were thirty machines and they varied in type from the big touring cars, which captured the prizes,

looked natural enough to create the desired effect and there was sufficient variety in the treatment to relieve the procession of anything which bordered upon the monotonous.

In the touring car class the prizes were awarded in the order named to William W. Butterfield and Harry Loescher, and there were not a few who believed the clean-cut treatment of the latter car should have given it first place with the judges. This was decorated in yellow and white chrysanthem-

mums. The Butterfield certainly created a great amount of comment with its daisy treatment and the big butterflies far out in front, which, driven by the dainty little goddess aloft, gave the impression that these winged beauties were the motive power. In the run-about class Mrs. Max Loescher won the first prize handily, the treatment here being purple and white chrysanthemums.

The motor boat parade took place upon Muskegon lake, which, for once, refrained from any tumultuous perform-

ances. There was something like forty launches in this parade, which in their tasteful floral decorations presented a beautiful spectacle to the thousands of sightseers who lined the docks and piers. To the pioneers present there was a strong contrast between this sight and the memory of the days when the lumber schooners loading and unloading at the forty or more mills clustered their masts as closely as needles in a cushion. It was a great day for the Muskegon citizen, past and present, and for owners of motor cars and boats.

Reliability Run for Indiana

INDIANAPOLIS, Ind., Aug. 17.—The Indianapolis Automobile Trade Association has decided to hold a two days' reliability run next month, probably during the last week of the month. A committee composed of Fred Willis, A. C. Newby, Frank Moore, George Weidley and Frank J. Farming has been appointed to perfect arrangements and draft the rules to govern the contest, which will probably be similar to those of the recent Glidden tour.

While it has not been decided upon, the route will probably be to French Lick and return, going via Columbus and returning via Martinsville, and in-

volving some of the roughest roads in the State. The committee will have a meeting in a few days to discuss plans.

Owners of Sheboygan, Wis., will give the orphans and poor children a tour some time in September, following the example of the Milwaukee A. C.

Representatives of automobile, tire and sundry houses met in San Francisco on July 29 and formed an organization to protect themselves against price-cutting.



WHITE STEAMER AMBULANCES FOR THE U. S. NAVY DEPARTMENT—AT NEW FORT LYON, COL., AND AT PHILADELPHIA

Importers Will Show at Grand Central Palace

The general opinion that there would be no separate Importers' Show this winter was confirmed last week, when it was definitely announced that the importers have combined with the "Independent" manufacturers and will be represented in the Ninth International Automobile Show of the American Motor Car Manufacturers' Association, which will open on New Year's Eve in the Grand Central Palace, New York. This means that there will be no individual show of the Importers' Automobile Salon, as was the case last year.

The diagrams for space, application blanks, etc., are now in the hands of the printers and will be ready for distribution this week. Decorative schemes have been submitted to the Show Committee by the leading show

decorators in the country. These schemes call for the most elaborate decorations which has ever been seen in the Grand Central Palace. They will be entirely unlike any decorations ever seen at any preceding automobile show. At the next meeting of the Show Committee it will probably be decided who will have charge of the decorating.

One of the interesting features of this year's show will be the exhibition of taxicabs in a separate division, and as over a score of these popular types of town cars will be shown, no manufacturer will be allowed to exhibit more than one model.

The tires on a car owned by P. F. Goyet, of Woodland, Yolo County, Cal., recently completed 25,000 miles of travel.



A REMINISCENCE OF THE A. A. A. TOUR—DAI LEWIS ON THE INSPECTION JOB

How and Why of the Glidden Tour

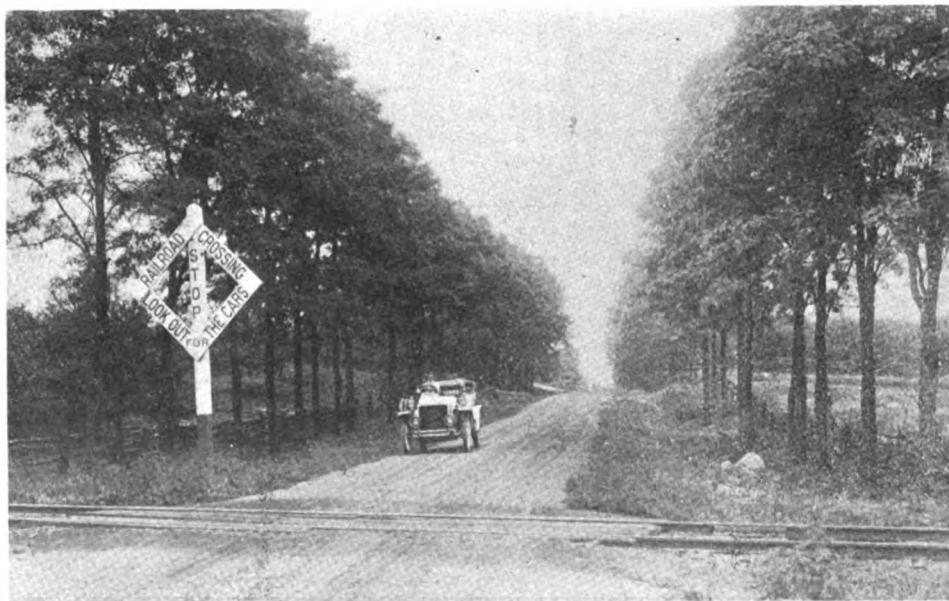
The genesis of the Glidden trophy and a brief resume of the contests for it that have taken place has been given by Charles J. Glidden—perhaps in commemoration of the fact that the last of these contests has probably been held.

"My tour of the world, which started in 1901 and now totals 46,528 miles in thirty-nine countries, prompted me to offer the trophy to encourage motoring and to call the attention of the public to this tour from Boston in which I took part, driving my own car and receiving a perfect certificate. The offer of a trophy was accepted and the first trophy competition was in 1905. The interest increased yearly and now it is one of the season's greatest events. Changes in the original deed of gift have been made to suit conditions and to enable the placing before the public the motor car as it is to-day, showing its usefulness and its utility. Millions read and witness the annual tour of the

association. The route is followed by thousands and the tour brings health to thousands.

"On the summit of Mt. Washington in 1903 I first intimated to the officials of the American Automobile Association that I would donate a trophy for touring, and in St. Louis in 1904 after finishing the original tour, I found that the result proved a lot of things, and so decided that I would do all possible to make the event an annual affair. I found that cars were placed to the severest test on good, bad and indifferent roads throughout the United States, and so decided to go ahead with the matter and offer the trophy which has been won annually by the Geo. N. Pierce Co.

"I believe that the tour of 1909 will be west of Chicago to Denver, and that in 1910 the trip will be made through England with a possible tour of Europe in 1911."



THE ONLY GRADE CROSSING ON VANDERBILT CUP COURSE—NEAR JERICHO

PREVENTIVES AND REMEDIES

Quite often screw-down grease lubricators do not receive the careful attention they demand. The attention required by a grease lubricator must always depend upon its position and the work it is expected to do. For instance, a grease lubricator to a commutator shaft inside the bonnet wants practically no attention beyond an occasional twist and a refill as soon as it will turn up no further, because the heat of the engine always keeps the grease fairly soft. On the other hand, grease lubricators on the swivel pins or the steering are an entirely different matter. As a rule, it will be found that grease lubricators in this position require very regular and careful attention. It is not enough to screw them down a little every day. They should be screwed down till the grease is seen to be exuding slightly from the joints of the steering socket, and it will generally be found, especially when a car is new, they cannot be screwed down sufficiently for this purpose. The right thing to do is to unscrew the cap, push a wire down the hole, and follow it up with an injection of kerosene. Then refill the lubricator with fairly thin grease and screw it home. It should be refilled and rescrewed home till the grease is seen to be exuding from the steering socket. It may be taken as a general rule that the grease lubricator requires attention in direct proportion to the bearing it lubricates. The more constant the motion or the heavier the load upon that bearing, the more important it is that regular precaution should be taken to see that the grease is really going into the bearing, as it is not enough to assume, as so many do, that if the lubricator is filled with grease and will not screw up any further, the grease is necessarily going into the bearing; and of all the vital places on which greasers are used none are more important than the steering pins.

A cylinder that is becoming overheated, either from a stoppage of the oil supply or any other cause, makes its trouble known by a scraping, grating noise at each stroke of the piston as the dry metals rub against each other. A loss of power can also be noted, and the driver should get down at once and ascertain what the trouble is. To keep on forcing the engine to run may

mean a madly scored cylinder as well as a seized piston, and the many difficulties resulting therefrom.

Replacing pistons in their cylinders is sometimes attended with considerable trouble, due to the difficulty of starting the rings into the cylinder bore. If too much force is used the rings may be injured. A turn of fine steel wire should be taken around each ring, and its ends drawn together so tightly that the ring is compressed below the level of the piston surface. After the edge of each ring has entered the cylinder the wire can be clipped off.

Sometimes some distressing noises, which seem quite unaccountable, proceed from the footboards of the driving seat. They generally take the form of an occasional sharp bang, though at other times they consist of a continual rattle, which almost leads one to believe that the footboards are loose and jumping about. As a rule, the noise is due to the levers of the pedals. Where these pass through the holes cut in the floorboards, it may be that the clearance, particularly at the back, is very small, and if the pedal lever is at all loose upon its bearing it will rock to and fro, and make a good deal of noise, which is often very hard to trace to its source, because when one stops the car and makes an examination it is usually impossible to reproduce the rattle.

It is important that all the connections of the mixture inlet pipe of a multi-cylinder engine should be perfectly tight. Slackness at any point permits the entry of a certain quantity of extra air, which renders an operation of starting the engine more difficult and reduces the power. Many cases of poor running, which have been difficult to locate, have been due to this point.

It is important to see that all the movable joints in a brake are really working and not rusted fast; this is often the cause of an inefficient brake.

SOMEWHAT PERSONAL

W. H. Brophy, of Bisbee, Ariz., accompanied by M. J. Cunningham, cashier of the Bank of Bisbee, recently toured to Sulphur Springs Valley, Cochise County, Ariz., in a White steamer. After some search, they sighted a small herd of antelope four or five miles away and ran after them across the plain. The antelope took to flight and kept ahead for some time, but were overhauled gradually. Three were shot and brought back to camp in the car. Mr. Brophy enjoyed the sport so much that, on his return to Arizona, he will try it again. The ground in that region is level and so smooth that, in spite of the absence of roads, high speed can be maintained.

J. H. MacAlman, Mrs. MacAlman and Mr. and Mrs. Woodward, of Somerville, Mass., started this week for an automobile tour of Nova Scotia and lower Canada. The party will go to St. John by boat and for the three weeks following will tour the country, going when and where they please. They will go where the scenery is most attractive and where accommodations in the way of hotels are best.

A cross-country trip from Chicago to Boston in a Stearns car was completed last week by a party comprised of Mr. and Mrs. A. A. Jaques, C. L. A. Western and J. S. Duncan. They made the trip in easy stages, stopping at all the principal places en route.

Mr. and Mrs. C. A. Parker, of Scranton, Pa., drove to Boston last week in their Maxwell car. They made stops in the Berkshire mountains en route.

Among others now enjoying automobile tours in the Adirondacks are D. A. Ellis and N. L. Amsten, Boston, in a pierce; Mr. and Mrs. J. J. White and Miss McGuigan, Montreal, Matheson; Mr. and Mrs. F. I. Maxwell, Rockville, Conn., Pope-Hartford; and Mr. and Mrs. H. H. Pease, of Rochester, in a Pierce.

A Lynchburg, Va., party, comprised of Mr. and Mrs. R. D. Apperson, Mr. McDaniel, G. Lee, J. G. Payne and Howard Apperson, Jr., passed through Philadelphia

last week en route to the White Mountains. They are driving a Pope-Toledo car.

A tour from Boston to Atlantic City and Washington, D. C., in a Pierce car is being made by Mr. and Mrs. C. L. Pierce.

Manchester, Vt., continues to be a favorite stopping place for motorists touring through the New England region. Among others seen there last week were: Mr. and Mrs. D. G. Wright, Ironton, O.; Mr. and Mrs. M. S. Hershey, Hershey, Pa.; Wm. T. Winteringham and Wade W. Rowe, Brooklyn; John Barrett, Washington, D. C.; J. Van Ness Phillips, Claverack, W. Va.; and J. H. Hoadley, Mr. and Mrs. Alfred Ely and Mr. and Mrs. Jonathan Thorne, New York.

An automobile tour of Switzerland has just been completed by Mrs. James P. Garter and Miss Sarah Boone, of Baltimore.

Mrs. Thos. Raymond and her son, Harry Raymond, of New York, who have been making an automobile tour of Europe since early in July, are now in Paris. After a short rest they will visit England and Scotland, returning to America in the fall.

W. J. Thomas, superintendent of the Mount Tamalpais Railroad, Marin County, Cal., accompanied by five friends, recently started in his White car from Sausalito, proceeding thence to Mill Valley, Redwood Canyon and Guir Tavern. Near the tavern the car took to the railroad track and climbed six miles up a 15 per cent grade on the ties to West Point station. A long trestle was traversed without difficulty. The distance from the trestle in its highest part to the ravine below is about 75 feet.

A tour of the chateau district in France is being made by Willard Brown and party of New York.

Guy Lombard and Mrs. Lombard, of Seattle, Wash., toured recently from that city to San Francisco and thence south to Los Angeles.

SOCIETY

Newport gayety keeps up in a satisfactory manner, and from the present outlook it will continue to be lively there for several weeks to come. The cottage colony evinced much interest last week in the report that Mrs. Vanderbilt will return from Europe next month and open the Breakers. It is thought that the Count and Countess Szechenyi are to come with her. The return of Mrs. Vanderbilt will mean a round of large social affairs at the Breakers. It is more than likely that Mr. and Mrs. Reginald C. Vanderbilt will forego their usual trip to France this Winter and remain at Sandy Point Farm, save for occasional trips to New York and Boston. The Earl of Grannard, of England, who is the guest of Mr. and Mrs. Ogden Mills since his arrival is very much in social evidence. The Earl has been feted and entertained royally. While Mr. and Mrs. Mills have stated nothing publicly as to an existing engagement between the Earl and Miss Beatrice Mills, there is a rumor to that effect. Mrs. William Grosvenor, whose daughter, Miss Alice Grosvenor, weds Mr. Dudley Davis at Emmanuel Church on August 31, is giving receptions at her residence on Beacon Hill.

The younger element of the Southampton, L. I., colony have been having a particularly gay time for the past week or so. A gymkhana race meet, held last week, afforded plenty of amusement for both young and old. Another interesting feature of last week was a beach party to Flying Point, where lunch was served. In the party were Misses Nellie Rogers, Beatrice Claflin, Sarah Robbins, Dorothy Hyde, Wilfreda Mortimer; Messrs. Herman Rogers, George Peabody, Stanley Mortimer, Gup Thomas and Jack Rutherford.

Preparations are already being made by the Long Island contingency for the occupancy of their homes early next month, and it is expected that the house parties will be many. Among some of the well known people who will spend the autumn on the Long Island estates are Mr. and Mrs. Ralph N. Ellis, Mrs. Adolph Ladenburg, who has been spending the last few months in Italy; Mr. and Mrs. J. Searle

Barclay, R. F. Potter, Mr. and Mrs. O. W. Bird, Mrs. S. D. Ripley, Miss May Ripley, Mrs. J. E. Smith-Hadden, Miss Frances Hadden, Mr. and Mrs. August Belmont, Jr., Mr. and Mrs. Stanley Mortimer, Mr. and Mrs. C. H. Mackay, Mr. and Mrs. J. S. Stevens, Miss Cornelia Bryce, Mr. and Mrs. Joseph P. Grace, Mr and Mrs. A. B. Duncan, Mr. and Mrs. H. V. R. Kennedy and family and Mr. and Mrs. Harold Phipps.

Among others of the society element returning from the other side within the last few days were Mrs. E. V. Richards, Mr. and Mrs. J. Westervelt, Prof. O. B. Fairfield, Mr. and Mrs. Louis Lorillard, Albert W. Price, Mr. and Mrs. Edward Cadwallader, Byron Chandler, Judge and Mrs. Edward P. Coyne, Mrs. Gen. Custer, W. A. Gillespie, Mr. and Mrs. William W. Shaw and Mr. and Mrs. Lawson Purdy and family.

London, in the eyes of the hotel keepers, is practically empty. There are plenty of American visitors still there, but the fashionable element seems to be on the move. Many of the notables are beginning to return to the United States as the gradual increase in the passenger lists of the transatlantic steamers indicate. Those who are not returning home seem to be leaving for the shooting in Scotland, while others have started for motor tours which will extend into the fall.

An event of importance at Bar Harbor last week was the annual entertainment for the benefit of the Bar Harbor Hospital. An indication of the interest the society element evinces in this affair is the fact that the distinguished box holders included Mrs. Paul Morton, Mrs. Elliott F. Shepard, Mrs. Ernesto G. Fabbri, Mrs. Dave Hennen Morris, Mrs. Edgar Scott, Mrs. Charles B. Wright, Mrs. Clarence B. Wadsworth, Mrs. Walter S. Gurnee, Mrs. John C. Livingston, Mrs. J. Dundas Lipincott, Mrs. John S. Kennedy, Mrs. De Witt Clinton Blair, Mrs. John I. Kane, Mrs. R. Hall McCormick, Mrs. A. C. Gurnee, Mrs. J. L. Putnam, Mrs. Frank B. Keech, Mrs. Warner M. Leeds, Mrs. S. Megargee Wright, Mrs. W. S. Kuhn, Mrs. Sidney W. Keith, Mrs. A. M. Coates, Mrs. Miles B. Carpenter, Miss De Forest and Mrs. John J. Emery.

C L U B S

The Automobile Club of America's Bureau of Tours has sent a letter to the club members as follows. "The Bureau of Tours of the club, being desirous of gathering route information that will at all times be up to date and also to secure reliable data for correction of the club maps, it appeals to all members to assist in its efforts. If every member would give active help this summer a great deal would be accomplished in the way of adding new routes to our file, as well as correcting inaccuracies in our maps and existing route descriptions. Accurate information about the character of the roads, the quality of the hotels, garage facilities, etc., is essential to bringing this bureau up to a high standard of efficiency. Please use blank reports in back of yearbook."

A combination committee composed of representatives of the Automobile Club of Philadelphia, the Quaker City Motor Club, the Automobile Club of Germantown, the Automobile Club of Norristown, the Automobile Club of Delaware County, and the Delaware Automobile Association, has been appointed to accomplish objects which are of mutual interest to the members of these various organizations. The committee is composed of the following members: G. H. Wheeler, chairman, the Automobile Club of Germantown; Stedman Bent, the Automobile Club of Philadelphia; G. Douglass Bartlett, the Quaker City Motor Club; Edwin S. Nyce, the Automobile Club of Norristown; John B. Bird, the Delaware Automobile Association; A. M. Tomlinson, the Delaware County Automobile Club; S. Boyer Davis, secretary and treasurer, the Automobile Club of Philadelphia; Robert P. Hooper, president of the Automobile Club of Germantown; P. D. Folwell, president of the Quaker City Motor Club; Powell Evans, president of the Automobile Club of Philadelphia; John E. Mountain, president of the Automobile Club of Norristown; John C. Bancroft, president of the Delaware Automobile Association, and J. H. Weeks, president of the Delaware County Automobile Club, are also members of the committee ex officio. Among the objects to accomplish which the committee has been formed are the following. Preparation of road maps and route information. The

erection of warning and direction signs, the repair of roads if essential, and where it can be effected only by the automobilists themselves. The compilation of touring information, not only in regards to roads, but as to accommodations, garages, repair shops and stations, and where gasoline and oil may be purchased. The care of local legislation, city and township ordinances, and the administration of the law and of such ordinances. It is also the intention of the clubs, through the committee, to assist in putting a check upon unlawful and reckless driving, particularly in the cities and towns, and to bring persons guilty of such to punishment.

A signboard committee, consisting of J. Clyde Myton, James McCormick, Jr., and Dr. John Oenslager, has been appointed by the Motor Club of Harrisburg. The committee will place signboards along all the important roads entering the capital city of Pennsylvania and especially marking the short routes to Gettysburg. One hundred and fifty dollars has been appropriated to carry out the work.

An effort is being made by the Sacramento (Cal.) Automobile Club to have the State fulfill a promise it made some ten years ago to furnish material to macadam the road from Sacramento to Folsom on the condition that the County of Sacramento do the work. The matter has been laid before the supervisors of the county, and they will take it up with the Governor of the State.

Rumford and Mexico, Me., motorists have joined in organizing an automobile club. There are 58 car owners in the two towns. Officers have been elected as follows: John E. Stevens, president; Dr. William P. Hutchins, secretary and treasurer; J. E. Stephens, I. W. Green, Dr. F. M. McCarty, J. H. Kerr and E. P. Woods, executive committee.

For the purpose of giving warning to motorists of police traps between Atlantic City and Camden, the Atlantic City Automobile Club recently placed a corps of flagmen at points along the road.

Herbert M. Sawyer has been elected secretary of the Worcester (Mass.) Automobile Club.

A E R O N A U T I C S

In the first point to point balloon race ever held in this country, which started from North Adams, Mass., on Friday, Aug. 14, the balloon, North Adams, No. 1, owned by the North Adams Aero Club, was the victor, winning the cup offered by A. Holland Forbes. A. D. Potter, of Greenwich, acted as pilot, while Mr. Forbes, with his daughter, Natalie, aged 12 years, were passengers. The balloon landed at 10 minutes before 3 o'clock on the farm of Lyman Sanderson, at West Whateley, about five miles from its previously declared destination, Haydenville. This was the first balloon to get away, starting at 1 o'clock. The Greylock, owned and piloted by Dr. Roger M. Randall, of North Adams, and having Clarence Wildman, of North Adams, as a passenger, landed at 2.30 o'clock at the Bryant farm, in Ashfield, fully twelve miles from its desired destination at Leeds. The third balloon to start, the Heart of the Berkshires, owned by the Aero Club of Pittsfield, was also the last to land, coming down at 3.30 o'clock on Cumming's farm, in Amherst, near Cushman, within six and one-quarter miles of Whateley station, its destination. Conditions of the race were that the balloons previous to the race should designate some place, at least thirty miles from North Adams, where they would attempt to land; that they should land within 10 miles of the post office of the place, the balloon landing nearest the announced destination to win the cup. Further, the winner was to hold himself open for six months to a challenge for the defense of the cup. Charles J. Glidden, of Boston, was to have been the fourth competitor with the balloon Boston, owned by the Aero Club of New England, and having as a passengers Mrs. H. Helen Clayton, wife of the meteorologist of the Bluehill Observatory. Mr. Glidden did not desire to start until late in the afternoon, but the committee on the race decided that the contestants must be ready to start at 1 o'clock, and as Mr. Glidden would not consent to go up at that time he was disqualified.

As was expected, Henry Farman, the European aeronaut whose flights in this country ended so abruptly last week, has returned to France. Fortunately, Mr.

Farman does not consider all Americans in the same light as he does those St. Louis capitalists (?), under whose auspices he came to this country, and he expects to some day again visit this country with a new aeroplane.

The Wright aeroplane, which is to be tested at Fort Myer, Va., before its purchase by the government, was shipped from Dayton, O., to Washington, D. C., last week. Orville Wright will go to Fort Myer in a few days, and he is confident the aeroplane will perform satisfactorily.

A night balloon trip, in which two women participated, was made last Sunday night by a party of Philadelphians. The party consisted of Dr. Thomas E. Eldridge, Dr. George L. Zimmerman, vice-president of the Philadelphia Aeronautical Recreation Society; Miss Minnie Appleback and Mrs. M. E. Lockington, left in the big balloon Philadelphia about 10 o'clock at night. The balloon took an eastern course in its flight and landed the next morning about 9 o'clock near Elkton, Md.

With the exception of the third Belgian pilot, the aeronauts who will compete in the international balloon contest, which starts from Berlin in October, have been chosen. The teams of the competing nations will be as follows: America, Frank P. Lahm and F. C. McCoy; France, MM. Emile Carton, Jacques Faure and Alfred Le Blanc; Germany, O. Erbsloh, Captain Abercron and Dr. Niemeyer; Great Britain, S. C. Rolls Huntington and John Dunville; Belgium, Leon de Bouckere Demoor and a pilot yet to be selected; Italy, Principe Scipioni Borghese, Signor Useuelli and Captain Frassinetti; Switzerland, De Beaclair.

France is to possess a fourth military airship, the "Libertine," the construction of which will soon be started. The length of the gas bag is to be 67 metres and it will be propelled by a 90-hp. motor. The French aerial fleet at present consists of the Lebaudy, Ville de Paris and Republique.

Grade Crossings and the L. I. R. R.

The Long Island Railroad has officially taken up the matter of trying to reduce the great number of accidents at its crossings. A statement given out by President Peters last week outlines the plan of action in an interesting manner. Mr. Peters says:

In view of the frequency with which automobile accidents have occurred on Long Island this summer, the management of the Long Island Railroad is to undertake to put an end to the reckless driving over railroad crossings by giving publicity to the names of the registered owners of all cars speeding across railroad tracks.

"The method to be employed by the railroad to obtain the identity of those speeding recklessly over grade crossings is to have specially qualified men stationed at crossings over which automobiles are accustomed to drive at reckless speed. These men will measure a course, one-half of which will lie on each side of the tracks, over which all automobiles will be timed; the license numbers will be taken and special notations made of those going at unusual speed, and also of those who are duly cautious. The number of persons in each car will also be noted.

"These checks will be continued regularly by the company with a view to keeping itself and the public informed as to reckless driving on Long Island. The names of the registered owners of automobiles driven at dangerous speed will be supplied to the newspapers in the hope of bringing home to the public the actual danger involved in this situation.

"The Long Island Railroad has gone to enormous expense in recent years to remove grade crossings on its lines. It has expended some \$10,500,000 to this end, and 289 crossings—or 22 per cent. of its total number—have been elimi-

nated. This is better than the record of any other railroad in New York State.

"The State of New York appropriates annually \$300,000 as its share toward eliminating grade crossings on all roads, but, as there are 6,793 grade crossings in the State, it will be many years before all crossings over which there is frequent travel can be done away with. It is evident, then, that in the meantime greater care must be exercised by those running automobiles if the number of accidents is to be decreased.

"Of course, conditions on Long Island are peculiar. In spite of all that has been done 429 crossings remain unprotected by gates, flagmen or bells. In view of this the Long Island Railroad has doubled the number of watchmen at many important crossings used by automobiles, but it is financially impossible for this to be done at all crossings. There is a large signboard as a warning at every crossing in the form prescribed by the Railroad Commission. These signs have been located with great care to make them conspicuous. As a matter of fact, the entire Long Island Railroad was gone over and all signs placed in particularly prominent places and the trees were trimmed when they obstructed the view of the sign from any direction. The crossing signals are especially evident at night when illuminated by the lamps of the automobiles. Upon the sign is the legend: 'Railroad Crossing. Stop. Look Out for the Cars.' Those who do this are never hurt; those who disregard it disobey the law, and some of them have met with frightful accidents, for which the railroad company was in no sense legally responsible.

"In view of these accidents the company a few days ago made a private

check upon the number of automobiles proceeding over crossings at reckless speed. The records of the investigation show that 310 automobiles were reported as passing over a crossing on the Merrick road which is protected regularly by a flagman. Of this number 121 crossed the tracks without any regard for the crossing signal or flagman. One hundred and seventy-two slowed down, but didn't stop and seventeen came to a full stop. Of the latter number, however, eleven were prevented from crossing by trains standing on the track."

In accordance with its announced intention a record was made at the Merrick Road crossing at Springfield on Thursday and Friday of last week, two men with stop watches being stationed there from 8 in the morning till 7 at night. About 700 cars passed in the two days and each license number was noted and the time of each car crossing a measured course from one side of the track to the other was recorded. Thir-

teen cars, the numbers of which are given in the statement as well as the registered owners' names, crossed at a rate of thirty miles an hour or more. None of these cars, it is contended, could have been stopped in time had a train approached. The statement says:

"The observations that have been made by the Long Island Railroad show that dangerous driving of automobiles daily brings into jeopardy the lives of many people, and the company expects to continue its checks at various crossings, with a view to bringing home to the public the actual danger of this situation."

Appended to the statement is a list of the automobiles which passed, showing the number of people in each car, whether the car crossed the track "with caution" or "recklessly," and whether it stopped. Thirteen cars stopped, and of the others by far the greater number are recorded as having passed "recklessly."

Grade Crossings and Speed Trap Warnings

Railroad crossings at grade are now receiving the attention of the Automobile Club of America, and, following the publication last week of a number of speed traps, these dangerous crossings are cited in the latest bulletin of the club:

Westchester County.—Just south of Briarcliff village, on the Putnam branch of the New York Central; on Lake Mahopac road, just south of Kitchawan, on the New York Central; at Hawthorne, on the Harlem branch of the New York Central; at Mill Plains, on the New York, New Haven & Hartford; two crossings between Mill Plains and Danbury, on the same railroad.

Long Island.—At Glenhead, on the Long Island Railroad; at Westbury; at Rockville Center; two crossings near Oakdale; at Center Moriches; between Jericho and Woodbury, on the Long Island Railroad; at Sayville, near the railroad station, where the tracks cross the Cross Island road.

New Jersey.—Two crossings at Bogota, on the New York, Susquehanna & Western and the West Shore Railroads; at Leonia, on the Northern New Jersey Railroad; near Closter, on the Northern New Jersey Railroad; between Matawan and Freehold, at Wickatunk, on the Central Railroad of New Jersey; between Freehold and Farmingdale, on the Pennsylvania Railroad; between Farmingdale and Lakewood, on the Central Railroad of New Jersey; at Keyport, on the New York & Long Branch Railroad.

Staten Island.—Near Huguenot, on the Staten Island Railroad; near Giffords, on the Staten Island Railroad.

Warnings of additional speed traps are as follows:

The speed regulations are being rigidly enforced between Windson and Trenton, N. J., on the Philadelphia road.

Newburgh, N. Y.—Do not exceed 15 to 20 miles per hour.

Freeport.—Speed law strictly enforced on Merrimack road, just beyond this point.

A Club of Real Centurians

What is beyond doubt the queerest of all automobile clubs was formed last week in New York. It is the Century Automobile Club, the members of which are all inmates of the Daughters of Jacob Home for Aged Men and Women, at 302 East Broadway. The club will make one automobile trip a year, and that at the expense of the home. They will travel in sightseeing machines.

The organization of the club was the outgrowth of a discussion over precedence which arose among the centenarians of the home and those who have not yet reached the century mark. Last year when the management gave an automobile trip for the inmates about fifty were left behind.

Those who were left felt badly about it. So when the management announced that there was to be another sightseeing trip, the older inmates got together, and after some talk they decided that if any were to be left at home this year it should be those who have not the distinction of being a century old. They forthwith formed what they called an Association of Centenarians, no member of which could be younger than 100 years.

At this meeting Mendel Diamond, 107 years old, was elected president. Mr. Diamond is known in the home as "General Bull," because of a family resemblance. Simon Harris, 104 years old, was elected first vice-president, and Alter Liberman, 100 years old, second vice-president. Baruch Weber, 101 years old, was elected secretary, and Wolf Davidson, 102 years old, sergeant at arms. The centenarians chose as their manager an inmate who was not eligible to membership, but whose managerial ability marked him for the job. He was Aaron Kirsch, 87 years old.

While the meeting was in session a committee of women inmates, headed by Esther Davis, 114 years old, the oldest woman in any New York home, asked for recognition. Others in this committee were Rose Aaronwald, 107 years old; Mischla Schlotesky, 101 years old, and Bashe Kalmenson, 101 years old. They asked to be allowed to join the Association of Centenarians. After some discussion they were enrolled.

It was then that the suggestion was made to form a century automobile club, with both men and women members. This was carried by acclamation and the organization was effected at once, with the officers of the Association of Centenarians acting as officers of the automobile club.

When the younger members of the home learned of a request that had been made to the management by the older members for first place in the sightseeing trip there was a protest. Several of the younger inmates, most of whom were 80 years old or older, called on Albert Kruger, the superintendent. Reisel Livinson, 86 years old, was spokesman. She told the superintendent that the younger inmates should have precedence over the older ones.

"The automobile trip will make the older people dizzy," she said. "They could not stand the trip, while we young people will not feel the effect of the ride at all. We all want to go on the trip, and if there is to be any stay-at-homes it should be the elderly men and women."

To restore peace among the inmates Supt. Kruger assured them that provision would be made to take every inmate on the sightseeing tour of the city, and that if the machines would not hold all of the 122 inmates two or three trips would be made.

The Advantages of Four Speeds

From time to time we have dwelt upon the advantages of four speeds instead of three, says the *Autocar*. We do not say that all cars should have four speeds, but we unhesitatingly assert that the vast majority are much pleasanter to drive and to use with four speeds than with three. When engines of huge power and remarkable flexibility are used, three speeds may suffice.

There seems to be a general misunderstanding even among those who would be expected to know better, as the advocates of three speeds nearly always take the line that with three speeds one can go as fast as any reasonable person would wish, and that if the engine is big enough practically all ordinary hills can be climbed upon the top speed. It does not occur to them that if two cars are taken both with the same top gear ratio, and therefore the same capabilities for maximum speed, the one with four speeds will be pleasanter to drive than the one with three.

The reason for this is very simple. A car, unless it is hugely engined, must, and frequently does, come to hills which are just too much for it upon the top speed. Whenever this happens, if it has four speeds, the driver can drop on to the third speed, and that is all that is necessary on many hills. If it has but three speeds he has to drop on to the second, and this is literally a drop and, necessarily, much too large a drop. Speaking broadly, it may be said that the speed ratios on a four-speeded car are one, two, three and four, four representing the top speed. On a three-speeded car they are approximately one, two and four, so that there is a huge gap between the top and the next lower speed. It is only when one is restricted to three speeds that one realizes how many inclines there are which are not severe enough for the second speed and

upon which a third can be used with the best effect.

Why there should be all this objection to carrying two more wheels in the gear box we have never been able to understand. Just lately two very good examples have been given of the way in which the benefits of four speeds are beginning to be recognized. In the Grand Prix des Voiturettes several of the single-cylinder cars were provided with four speeds, and then at the other end of the scale we have a celebrated car which has so often carried all before it in recent hill-climbs which has four speeds, though usually only three are fitted. The reason for this fourth speed is exactly that which we have long been advocating, namely, that the gap between the top and the next speed should not be too great. At the same time, the advantage of four speeds is not confined to hill-climbing and the needless engine racing which only three speeds entail, but also to level and traffic work, where a gear between the second and the fourth is most useful. A good proof of this is found in the fact that on all four-speeded cars the third speed is used every day, and often for long distances, and if it were superfluous we should never use it, but pass straight from fourth to second—a perfectly simple operation now that the gear change is almost universally employed.

Motor Line for Michigan Towns

The success of motor car service between Calumet, Red Jacket and Laurium, Upper Michigan, has led the enterprising citizens of Houghton and Hancock, also in Upper Michigan, to install similar service between the towns. Railroad service is unsatisfactory for short distances in that part of the country.

Some Amendments for the Jersey Law

Believing that it is about time that motorists had a voice in the preparation of amendments to the present New Jersey State automobile law, some of the residents of Mount Holly, in that State, propose to ask the Legislature to embody some of their ideas in the present statutes. Several of them are lawyers and they have had the constitutionality of any amendment that may be proposed in view.

Because of the absence of signboards in many sections tourists frequently find themselves embarrassed by many questions they must ask of strangers as to the direction they should take to reach certain points. This is not only unpleasant, but cases have been known where the questions were so frequent and annoying to some rural residents that automobilists have purposely been misdirected. It is claimed that this matter can be remedied by the passage of a law compelling each township in the State to place signboards at cross-roads. Car owners say they are entitled to this information by reason of the large sums of money they furnish the State Treasury annually for licenses.

Uneasiness is said to exist in some

quarters because of unexpected danger which is likely to be met with at any time and at any place, from the fact that there are car drivers of high power machines who are not in the best physical conditions and liable to be overtaken by illness. Lives would be placed in jeopardy should a chauffeur in charge of a fast moving car be stricken and rendered helpless by an ailment to which he is known to be subject. It is known that such persons are handling speedy cars under State license, and their presence on the road is regarded with more or less concern. The opinion prevails here that a health certificate should be one of the qualifications to be considered in granting any one permission to run a car.

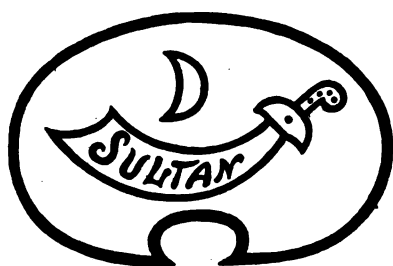
Frequent accidents resulting from conditions of more minor importance are subjects that will be duly considered. One of these relates to cattle sometimes found on the highways. From this cause several touring cars have been badly injured in this section during the last few weeks, and similar complaints are heard from other parts of the State. It is a difficult situation to overcome, but experience may suggest its own remedy.

Heavy Oils and Gasolene Supply

But for the increase in the consumption of heavy oils, which goes on with the steady growing demand for gasolene, the price of the latter would ere this have shot up to a figure that would render it practically prohibitive. Sir Foverton Redwood, the eminent British chemist, gave some interesting facts concerning this increase in an address before the Society of Chemical Industry. The address dealt chiefly with the ever-present fuel question.

Urging the need that there is for the petroleum resources of the British Empire to be developed as much as possible, he pointed out that the only British territory which contributed to the 8,988 million gallon world's production of last year were Canada, Burmah and Assam, but that not only has the Thornycroft destroyer "Tartar" developed a mean speed on trial of 35.672 knots when using oil fuel and obtained perfectly smokeless combustion, but that all the

Automobile Topics Tour



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Wheelbase, 98 1-2".

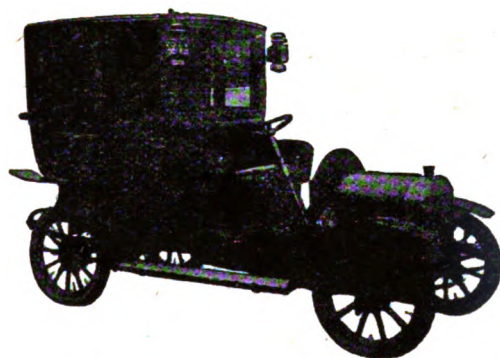
Sultan 5-Passenger Touring Cars

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Mention "Automobile Topics" when writing.

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1908 A. A. A. TOUR

SIXTH SECTION, BOSTON TO POLAND SPRINGS, ME.

The first 50 miles out of Boston is excellent going, being almost entirely macadam roads. Sand and gravel predominate for the remainder of the distance, with a little clay now and then, but except in wet weather no trouble is likely to be experienced. The details:

Leave Hotel Somerset, go east on Commonwealth Ave.; T. L. on Massachusetts Ave., cross Harvard Bridge; turn sharp right, along on Columbia St.; T. L. on Harvard St., on through Cambridge; curve right at Harvard Sq., right again on Kirkland St.; at Union Sq. turn sharp left on Bow St.; through Somerville; T. R. on Walnut St.; cross Broadway into Middlesex Parkway, cross Wellington Bridge, over Mystic river and bear right; T. R. on Revere Beach Parkway. At Revere Beach bear left, still on Revere Parkway and along with beach; T. R. on Commercial St. into.

Lynn (15.8 miles).

Pass City Hall on left and continue on Central Ave. two blocks; T. L. on Liberty St.; T. R. on Buffum St., then along on Silsbee St.; T. L. on Broad St., at fork bear right on Nahant St.; T. L. on Ocean St. and T. R. on Walcott St.; T. L. again on Lynn Shore Drive, through Swampscott. At fork bear right; at next fork bear left, then T. L. on Salem St., right on Paradise Road. At end of road T. R. on Salem turnpike. At crossroad T. L. on Lafayette St., through Salem. At end of street, T. R. on Essex St.; T. L. on St. Peter St.; T. R. on Brown St.; T. L. and pass large rock; at end of road T. L. on Pleasant St.; curve right on Cabot St.; at fork left into.

Beverley (26.3 miles).

T. L. over railroad crossing; at fork bear right; through North Beverley, Wenham and Hamilton; into

Ipswich (37.1 miles).

Along with trolley. At next three forks keep right and at next fork keep left, at fork keep right and at next fork left; on through Newbury, Oldtown and Newbury into

Newburyport (48.9 miles).

T. R. on Winter St. with trolley and on through Salisbury. At fork bear left with trolley; at next fork bear right with trolley, and at next fork bear left; on through Seabrook and Hampton Falls; at fork curve with trolley over trolley crossing and T. R. into

Hampton (59.5 miles).

At seashore bear left; at next two forks

keep right; on through Little Boar's Head; at next fork keep left and on through Rye Beach. At fork bear left and at next fork bear right with trolley; then up grade and take right fork, through Rye Centre. At next fork, bear left; at next fork, bear left; pass crossroad and bridge over Sagamore Creek; at next crossroad T. R. with trolley. Then T. R. on State St. into

Portsmouth (73 miles).

Continue into Kittery; at next three forks keep right ahead some distance and at next fork keep left; join trolley and at fork bear left on old post road through York Corners. At two forks keep right with the poles, through Cape Neddick. At next two forks keep right; at next fork keep left. At fork bear right with trolley through Ogunquit Beach and Moody and then right, on through Wells. At fork keep left into

Kennebunk (99 miles).

At fork bear left; at next fork bear right; at next fork bear left, through West Biddeford and Biddeford. Cross bridge over canal and bear right on Elm St., through Saco. Bear left with trolley on Main St. and at fork bear left again; on through Dunstan Corners and into

Scarboro (117.3 miles).

Over railroad bridge nad at fork bear left; over bridge over Fore River; left fork after leaving bridge; T. L. on High St.; T. L. on Congress St., through

Portland (123.3 miles).

Go over railroad and curving right with State road on through Bradleys Corners and Brighton Corners, into

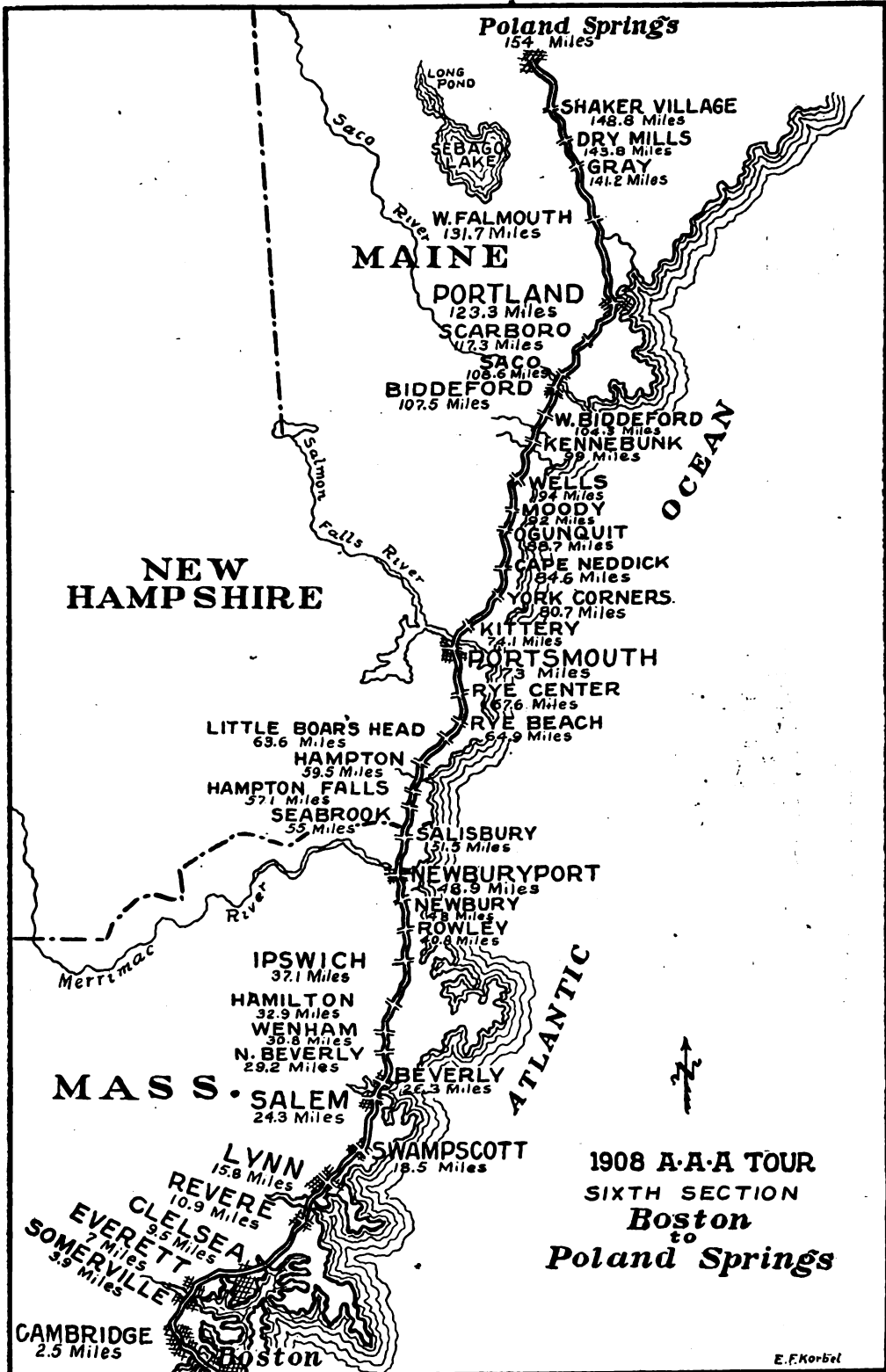
Deering (126.4 miles).

Through Deering Junction and at fork bear right. At cross road T. L. on Washington Ave. and on through Allen's Corner, and at fork bear right immediately; at next fork keep right, and on through West Falmouth and Gray. At crossroad in town T. L. and on through Dry Mills. On through Shaker Village. Pass crossroad, on up long grade and at fork bear left; pass road on right and down steep grade and over bridge and Causeway; at next two forks bear right and at next fork left; bear left to Summit Springs House.

Poland (154 miles).

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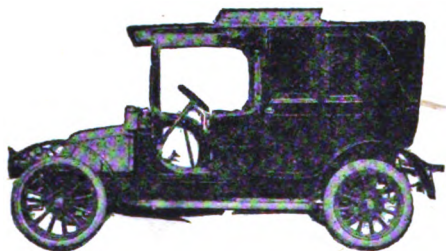


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Providence, R. I., July 28, 1908.

RENAULT FRÈRES SELLING BRANCH, New York City

Gentlemen : Will you kindly send us by return mail one exhaust valve for 1906 14-20 Renault. Will you kindly advise me if it is possible to put in eight new valves without changing the timing of my motor which is a 1903 14-20 H.P. My valves have been taken out and trued up and ground in, and my car skips badly. This is the first time it has given me trouble in 114,000 miles of running. Any information you may give me will be very much appreciated. Yours very truly,

G. W. ROOKS.

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Mention "Automobile Topics" when writing.

larger British battleships and armored cruisers are now equipped with liquid-fuel appurtenances as an alternative adjunct to coal firing. Incidentally, too, Sir Boverton Redwood stated that the range of action of those ships had been increased in consequence; that a convenient means was thereby available of raising steam extremely rapidly; and that U. S. A. tests had shown the comparative efficiency of oil-firing to be 80 per cent. greater than that of coal firing.

The important point about all this to the motorist is, of course, that the demand for the heavier petroleum products is increasing, for were it not so the price of petroleum spirit would soon become prohibitive.

Of recent years the demand for the light spirit has increased at a far more rapid rate than that for paraffin, and even to-day there is little more prospect than there was ten years ago of being able to use paraffin in place of gasoline for ordinary motor car engines; in two years, indeed, the British imports of petroleum spirit have risen from 19,459,000 imperial gallons (1905) to 33,180,480 gallons (1907), says the *Automotor Journal*, in dwelling upon the address. Speaking of the chances that there were for adapting the internal-combustion engine to the uses of ship propulsion, Sir Boverton Redwood was disinclined to deem such a course possible within the near future.

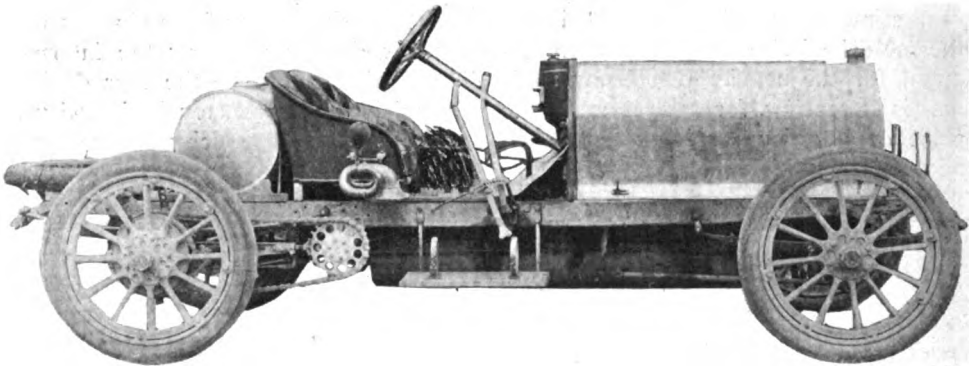


NEW RACE POSTER OF AUTOMOBILE CLUB OF AMERICA

The Acme Vanderbilt Cup Entrant

One of the earliest Vanderbilt Cup race cars to make its debut is the Acme Six, which was entered for the big contest by Cordner & Flinn, the New York agents. The car has been completed and is even now being tried out. As soon as enough of the new cement parkway is completed it will be sent to Long Island for rehearsals. To insure

Acme Sextuplet, which made an excellent showing in the Savannah, Ga., races last March, where it established a record for consistent running. The motor is six cylinder with a bore slightly less than five inches and a five-inch stroke. The wheel base is short, not more than 116 inches, with front and rear tires 36 by 4½. The engineers at



THE ACME CUP RACER

that the car will be handled in a snappy and competent manner, Lewis Strang, the race driver, winner of the Savannah and Briarcliff road races, has been engaged to drive for this race.

The car is a development from the

the Acme factory rate the engine at 60 hp., and it has been tested up to nearly 2,000 revolutions per minute. The cylinders are cast single and the valves are located on opposite sides.

Rules for Second Winton Chauffeurs' Contest

Rules governing the second annual \$2,500 cash prize contest for Winton Six chauffeurs have been made public. The contest will start November 1, 1908, and end June 30, 1909.

Any employed driver of a Winton Six (whether of 1908 or 1909 production) is eligible to complete. There are no entry fees of any kind. The contest is aimed to produce service records of these cars in the hands of individual owners, and, in general, follows the plan of the 1907-8 contest, in which

Frank Schneider, of New York, won \$1,000 for driving Milton Schnaier's car 11,683 miles on an expense of \$12 for repairs.

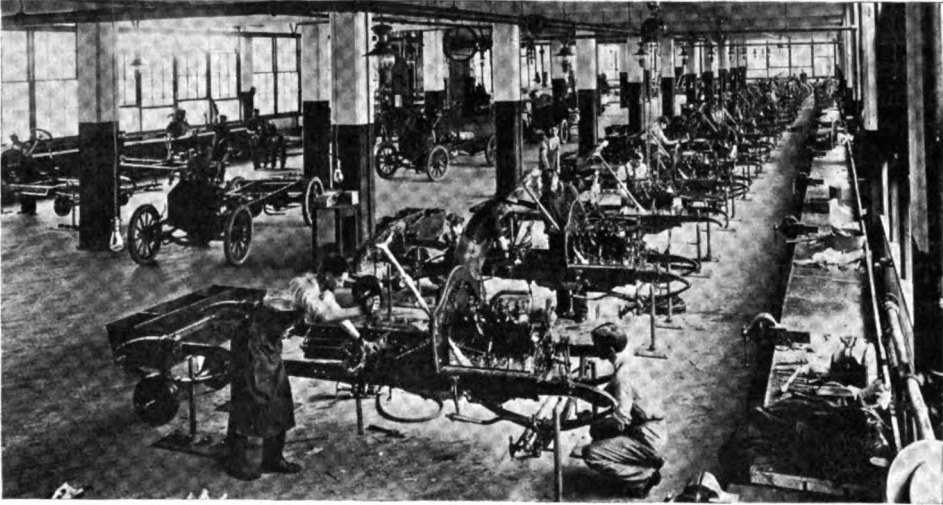
In the second contest the winner will get \$1,000, second \$500, third \$250, fourth \$150, fifth to tenth \$100 each.

The first automobile show ever held in the State of Delaware is scheduled to occur during the week of September 1. It will be held in connection with the annual New Castle County Fair.

Rushing Work on Chalmers-Detroit 30's

With the great increase in the production of Chalmers-Detroit cars which has been planned for 1909, an enlargement of the factory force and a rearrangement of departments was neces-

The production of 1909 cars is going forward at a rapid rate, and deliveries began about the middle of July and cars are being shipped every day to different sections of the country.



sitated. The final assembling room, which is shown in the accompanying picture, is 200 feet long and has facilities for setting up 50 cars at a time.

Up to August 11, Sales Manager Counselman had closed contracts for 2,802 of the 1909 cars, of which about 80 per cent. were for the "30."

Prizes for Suggestions from Employees

What is termed a "suggestion system" has just been inaugurated in the factory of the Chalmers-Detroit Co. Its object is to get the benefit of the employees' brains as well as the work of their hands, which has always been one of the business principles of Hugh Chalmers, president of the company.

Throughout the factory are placed small registers, such as are used in many stores for making duplicate copies of bills. The employees are invited to write on these registers any suggestions that they may wish to make regarding their own work or the work

of any department, where they see a possibility of improvement.

The register makes three copies of each suggestion. One copy is retained by the employee, the second is dropped by him into a small metal box placed at the side of the register, and the third is locked up in the register for a permanent record. The suggestions in the boxes are collected at intervals and taken to the general manager's office, where they are given careful consideration. When investigating the suggestions to find out how valuable they are, the name of the suggestor is never

given out, so that there is no possibility of creating jealousy in the departments, or of allowing a foreman to think that some of his employees are complaining.

Prizes are offered for the best suggestions submitted. These prizes are awarded quarterly and are as follows: First prize, \$25 for the best suggestion adopted; second prize, \$15 for the second best adopted; third prize, \$10 for the third best adopted; fourth prize, \$5 for the fourth best adopted.

In addition to these prizes, the sum of 50 cents is paid for every suggestion adopted, no matter whether it is good enough to win a prize or not.

This suggestion system has been welcomed by the employees, and the company receives every week a number of

suggestions as to improvements in mechanical operations, improvements in methods of doing work in the factory, and improvements in office system.

Delights of the D. & B. Line

It is generally admitted that the journey between Detroit and Buffalo on the luxurious D. & B. Line steamers is the most delightful fresh-water trip in America. The cabins of these boats are furnished elegantly, the staterooms are comfortable and the service is the best.

The wonderful aeroplane of the equally wonderful Wright Brothers, now in Paris, is fitted with an Eisemann magneto.



BRUSH RUNABOUT ON ITS ARRIVAL IN NEW YORK

New Calcium Carbide Process

A Mr. Hiorth has recently patented in Norway a process of utilizing the scoria that are obtained as a residuum in a number of metallurgical operations, and which consist of an intimate mixture of graphite and silica.

Up to the present, such scoria have been regarded as nonutilizable, but Mr. Hiorth brays them and mixes them melts the whole in an electric furnace. A reaction takes place in the charge, and the added lime combines with the carbon present to form calcium carbide, while the silica becomes associated with the iron.

If the gangue does not contain sufficient graphite to allow calcium carbide to be obtained from it, carbon, in any form whatever, is added to it in the proper proportion.

Remarkable Facts About This Car

Several remarkable facts regarding the Thomas New York-Paris race car have become public. It is stated that the valves have not been ground since leaving New York, neither has a spark plug been changed since departing from Cheyenne. The car on being filled with gasoline at the French line wharf immediately started on the third turn of the crank.

The car will leave on Saturday for Buffalo, where a reception is being planned for it by the Chamber of Commerce.

New Winton Representatives

The Winton Motor Carriage Co. has engaged Geo. H. Smith and Chas. S. Calvert to cover eastern and western territory, respectively. Mr. Smith was formerly Philadelphia branch manager for the White. Mr. Calvert has for several years sold Wintons in Newark, N. J., as a member of the firm of Calvert & Zusi.

J. H. Tyson, Jr., has entered the "Number Four" Isotta, which won the Briarcliffe race, in the 250-mile road race to be held at Lowell, Mass., on September 7, and has nominated Louis Strang to drive the car.

The Star Speedometer Company, of Danville, Pa., now have offices at 123 West 68th street, corner Broadway, New York City. Charles Vincent has been appointed sales agent with the above address.

The announcement that Hal Sheridan would join the Stearns force was premature. He will continue with the White Company as heretofore.

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Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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Two Classes of Violators

A movement that may be said to have originated with the friends and well-wishers of the motor vehicle is the one that received attention at the Mineola court house, at Mineola, L. I., last week. The meeting had been called to bring together the Board of Supervisors of Nassau County and representatives of different motoring organizations to discuss the most practicable and efficacious method of putting a stop to the reckless speeding which is being indulged in by a very small minority of the automobile public. There has been so much of this lately that it was felt that the time had come when something must be done.

It was brought out very forcibly during the meeting that the terrorizing of the farmers and other residents of Nassau County by the few reckless law-breakers was done, in considerable part at least, by wealthy residents of that section of the island. This being so, it was the emphatic opinion of those present that the remedial measures adopted must be carried out with entire disregard of the standing, financially or otherwise, of the offenders. It was this determination that was one of the most marked characteristics of the meeting.

It is a fact that most of the violations complained of are attributable to two classes. One embraces people of wealth and position who regard their convenience and pleasure as paramount to the law. For minor violations, accompanied by minor penalties, they care nothing. The fines are paid carelessly, and frequently with a display of levity. If occasionally a journey is interrupted as a result

of employing too high speed it is regarded as annoyance, if not an impertinence, but it has no restraining influence whatsoever. Nothing will have but drastic measures. There is the prison offense for habitual violators of the law, and it should be applied in aggravated cases.

The other class referred to consists of people belonging to a very different sphere. They have none of the responsibility of position, and rarely that of wealth. Of course, they have money enough to obtain possession, temporarily or otherwise, of high powered automobiles, for otherwise they could not commit the offences complained of. They are, therefore, to a certain extent, much less fit to be given the freedom of the highways and to have entrusted to them the operation of automobiles. Careless to a degree, reckless of their own and other people's lives, they look upon wild flights in automobiles as the best kind of a lark. The fact that they are seldom apprehended and made to pay the penalty of their misdeeds emboldens them to continue their evil ways.

Both classes need to feel the heavy hand of the law. When it is applied there will be a change for the better. Heretofore, however, those whose duty it is to see that the laws are observed have been more prone to fritter away their energies in punishing purely technical violations of laws that are unenforcible.

The War of the Sanctions

The air is full of talk about sanctions and the lack of them. It is over sanctions that the war between the American Automobile Association and the Automobile Club of America, which had apparently been smoldering for some little time, has broken out with fresh virulence. The particular phases of the matter which threatens to make all the trouble is the threat that the participants in contests held under the auspices of one association will be blacklisted by the other. Thus the non-issuance of sanctions bids fair to cause infinitely more trouble than their issuance did in all the years that have passed.

The threat to blacklist—"disqualify" is the polite term—seems certain to be the storm center about which the battle will rage. No one can tell where it will end. If, for example, the A. A. A. carries out its threat to blacklist the cars and their drivers participating in the Grand Prize race at Savannah, promoted by the Automobile Club of America, and the latter organization stands by its guns and disqualifies the contestants in the Vanderbilt Cup race, there will be a pretty state of affairs. It will not end there, of course. Every contest held by or under the auspices of either association must, to be consistent, be blacklisted by the other. This will almost inevitably have the effect of causing makers, dealers, owners and drivers to range themselves in two hostile camps.

Months ago AUTOMOBILE TOPICS pointed out that harm, rather than good, would result from the break between the two big motoring organizations. One of the results, the duplication of contests—and their multiplication as well—has already come and much worse is to follow. Small cause for rejoicing in this.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 17)

A

Acieration.—A term sometimes employed for "cementation," q. v.

Aeronat.—A French term for a dirigible balloon.

Aeronef.—A French general term for aeronautic apparatus embraced under the head of "helicopters," "aeroplanes" and "ornithopters." See Aviation.

Angle of Contact.—See Contact, Angle of.

Angle of Friction.—See Friction, Angle of.

Automatic Ignition.—See Ignition, Automatic.

C

Car, Mixed.—A type of car provided with an internal combustion and an electric motor, and having a dynamo interposed in the transmission of the gasoline motor to the driving wheels and normally charging the battery. The power of the motor is such that, on a level, one-quarter, for example, of its power shall be available for the dynamo, the three other quarters being used for the propulsion of the car. In an ascent, the speed and difference of potential at the terminals of the dynamo diminish. When the difference of potential becomes less than that of the battery the latter discharges into the dynamo, which operates automatically as a receiver and adds its couple to that of the gasoline motor. The starting and reversing are effected by the dynamo.

Cell, Clark.—The best known form of standard cell. Its positive pole consists of a platinum wire dipping into mercury. Above the latter is a paste of mercurous sulphate, and on this floats a saturated solution of zinc sulphate, in which dips a rod of zinc forming the negative pole. The e. m. f. is 1.434 volt at 15° C., falling slightly as the temperature rises.

Circuit, Metallic.—A circuit consisting entirely of metallic conductors, in con-

tradistinction to one in which the path of the current is through the earth.

Circular Measure.—See Measure, Circular.

Clark Cell.—See Cell, Clark.

Co-efficient of Friction.—See Friction.

D

Duplex Process.—A steel process in which are combined the Bessemer (q. v.) and open-hearth process (q. v.). In this process the molten pig-iron is first desiliconized and partly decarburized in an acid-lined converter (q. v.). The partially blown metal is then transferred to a basic-lined open hearth furnace, wherein are carried on the succeeding operations. When of the desired composition it is tapped out, and the necessary additions of ferro-alloy are made to the ladle.

F

Frigorie.—A term sometimes employed to designate the relatively negative "calories" corresponding to a lowering of the temperature below 0°C.

Full Thread.—See Thread, Full

G

Granolith.—An artificial stone consisting of crushed granite mixed with Portland cement. It is chiefly used for road-paving, in which form it is very durable.

H

Hitch.—In a rope, a loop or knot for fastening a rope to another rope or other object.

I

Induction, Mutual.—The passage of lines of force through one circuit due to a current flowing through a second circuit.

Ingot-iron.—See Iron, Ingot.

Iron, Ingot.—A malleable non-harden-

ing product of the Bessemer process. Called, also, mild steel and cast steel, q. v.

J

Joint, Electrical.—The chief essentials of a good electrical joint are the three following: (1) Electrical conductivity; (2) mechanical strength and durability; and (3), facility of insulation. A joint may be soldered, brazed or welded, or may be "dry," as the saying is when the two parts are brought into close metallic contact and kept in position by twisting, lapping with wire, clamping, etc.

Junk-ring.—See Ring. Junk.

L

Leakage, Magnetic.—See Magnetic Leakage.

M

Magnalium.—A new aluminum alloy of German origin, which can be cast in a liquid state and be machined about the same as brass. When cast in dry sand the usual quality of the alloy has a tensile strength of from 18,000 to 21,000 pounds to the square inch, and shows a shrinkage in area of $3\frac{1}{4}$ per cent. When cast in iron chills, from 22,000 to 25,000 pounds per square inch, of tensile strength is obtained with a reduction in area of $\frac{3}{8}$ per cent. As a rule, magnalium is hard, although some of the alloys are very ductile, and can be hammered, forged, rolled, drawn, etc.

The specific gravity of magnalium is from 2.4 to 2.57, and its melting point is from 640° to 670°C . or from 1185° to 1250°F .

Magnetic Leakage.—The passage of magnetic lines of force through a space or object in which they do not serve a useful purpose. In a dynamo or motor, for example, certain lines may pass from one pole-piece to another through the air or through the frame of the baseplate, instead of passing through the armature.

Maxwell.—The electro-magnetic unit of magnetic flux (q. v.), or current.

Metallic Circuit.—See Circuit, Metallic.

Mutual Induction.—See Induction, Mutual.

N

Naut.—A nautical mile. See Knot.

Needle, Magnetic.—See Compass.

O

Oersted.—The electro-magnetic unit of magnetic resistance.

Oil, Temper.—See Temper, Oil.

R

Recometre.—An apparatus in which is combined a speedometer and odometer, and which also makes a permanent record of the movements of the car. Such record is made upon a piece of tape, by consulting which the driver knows just what his car has been doing. The instrument records accurately in ink the number of miles travelled, the number of minutes to the mile, and the number of stops made as well as the exact duration of each stop.

Reluctivity.—A factor, which, for magnetic substances, corresponds to the "restivity" or specific resistance of electric conductors. This factor is the reverse of magnetic permeability, q. v.

Resistance, Road.—See Road Resistance.

Ring, Junk.—In a steam engine, an iron ring fixed to the piston in order to squeeze the packing into intimate contact with the sides of the cylinder.

S

Stress, Internal.—A term especially applied to a stress in a piece of material which is not due to the load or other applied forces, but to contraction or a similar fault due to bad design or construction.

T

Talbot Process.—A modification of the open-hearth process, q. v.

Temper, Oil.—In steel working, a temper obtained in steel by quenching (q. v.) in oil.

Thread, Full.—A screw with its thread cut to its proper section; one which is properly completed, as distinguished from a partly cut thread.

Thread, V.—The ordinary screw thread of triangular section. See Screw.

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News Notes

Gyroscope cars are in demand by agents in all parts of the country, as shown by the many visits paid by nearby dealers to the offices of the Gyroscope Automobile Company, Inc., at the new offices, No. 231 West 54th street, New York. At that address the company has leased a large five-story building, which has been fitted up for their use and will be known as the Gyroscope Building. Salesrooms will occupy the first floor of this new headquarters while the offices of the company are on the second floor. The third and fourth floors will be used for the storage of the cars which will be kept in stock at the New York storerooms, while a model machine shop will be installed on the top floor.

The establishment will be one of the most complete working plants in existence. It will be shown to visitors early in September when the improvements are completed.

In two important hill climbs, held during the last week at Salt Lake City, Utah, and at Wheeling, W. Va., the fastest time was made by a 30-hp. White steamer. At Salt Lake City, the White, driven by Fred Dundee, negotiated the mile and a half course in 1.40, defeating a classy field of high-powered cars, among which were several 6-cylinder machines. The best gasoline time was made by a Stearns. At Wheeling, the course was 1 4-10 miles and the grade was said to average 20 per cent. There were twenty high-powered cars which started in the free-for-all event and the fastest time was made by the White, driven by Paul Melchert. The best gasoline time was made by a Chadwick 6-cylinder machine.

H. M. Sternbergh, president of the Acme Motor Car Company, of Reading, Pa., says that never since the factory at that point has been in operation has there been so much activity as at present. In addition to many orders which are being received from all sections of the country for 1908 cars, the factory is getting the new lines of the 1909 product into shape for exploitation. A larger force is employed than has ever before been on the pay rolls and it is a herculean task to keep deliveries up to the demand.

The automobile industry seems to have gone through lean times with less hardship than any other line of business, and faces a new season with the most brilliant prospects. The Winton Company, for instance, is receiving a larger inquiry for its \$3,000 1909 six-cylinder car than it received for any model which it marketed in business boom times.

Moline, Ill., is to have a new automobile factory. It is the Velie Motor Vehicle Co., and will manufacture gasoline, electric and steam cars.

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San Francisco, Cal., 119 Beale St.
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Indianapolis Ind., 208 S. Illinois St.
Pittsburg, Pa., 136 Sixth St.
Seattle, Wash., 1419 Broadway
Los Angeles, Cal., 1046 So. Main St.

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The Pioneer Automobile Company, San Francisco, have just received a report from the stage line running from Sacramento to Fair Oaks. This line has been in operation six months. In order to accommodate twelve people, the tonneau was taken off a Thomas and the chassis used with a specially built body. The distance to Fair Oaks and return from Sacramento is 18 miles, and the stage has successfully accomplished three trips per day for the entire six months.

The Fiat Automobile Company, of New York, has opened a branch house in Philadelphia at 514 North Broad street. It will be under the management of Cornelius Barrows.

The agency for Matheson cars in Washington, D. C., has been given to the Pope Automobile Co., which also handles the various Pope lines and the Autocar.

The Foss-Hughes Motor Car Company, Philadelphia agents for the Pierce line, are making extensive improvements and additions to their headquarters.

INCORPORATIONS

New York, N. Y.—Co-Operative Garage Company, with \$10,000 capital. Incorporators: J. Reibstein, E. W. Webb and F. L. Tyson.

Akron, O.—Palmer-Hawkins Rubber Tire Co., with \$10,000 capital. Incorporators: M. R. Palmer, N. M. Palmer and G. W. Hawkins.

Passaic, N. J.—Foxhall-Wilson Co., with \$5,000 capital; to sell automobile supplies, etc. Incorporators: Thos. Foxhall, Clarence A. Wilson and Geo. H. Dalrymple.

New York, N. Y.—Elite Motor Service Co., with \$100,000 capital. Incorporators: Wm. H. Barnard, W. B. Troy and Edmonds Putney.

New York, N. Y.—Moon Motor Car Company, with \$5,000 capital. Incorporators: Charles A. Duerr, Edward W. Elverson and Harry Eckhard.

Camden, N. J.—Chalmers-Detroit Motor Co. of Philadelphia, with \$25,000 capital. Incorporators: F. R. Hansell, W. F. Eidell and J. A. MacPeak.

Richmond, Va.—Gordon Motor Car Co., with \$5,000 capital. Incorporators: J. O. Hayes, W. F. Gordon and E. D. Hotchkiss.

Mention "Automobile Topics" when writing.

Automobile Calendar

August 29-30.—Mont Ventoux Hill Climb.

September 1.—Atlantic Yacht Club's Ocean Race for cruising power boats.

September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 4-5.—Reliability Trials of the Essex C. A. C. at Norwich, England, in connection with the R. A. C. provincial meeting.

September 5.—Provincial Meeting of the Royal Automobile Club at Norwich.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 7.—Stock Car Automobile Race, under direction of the Lowell (Mass.) Automobile Club.

September 10-11.—Two-Days' Mechanical Efficiency Run, under direction of New York Automobile Trade Association.

September 11.—Springfield Automobile Club Hill-Climbing Contest on Wilbraham Mountain.

September 11.—Hill Climbing on Wilbraham Hill, Springfield, Mass., under direction of Springfield Automobile Club.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 13.—Coupe d'Evreux in France, under direction of Les Sports.



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Rainier

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September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 18-19.—Two Days' Race Meet at Brighton Beach track, under direction of Motor Racing Association.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Semmering Hill-Climbing Contest, under direction of the Austrian Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 23-24.—24-Hour Sealed Bonnet Contest, under direction of Bay State Automobile Association.

September 24.—"Four Inch" Race for Tourist Trophy, under direction of the Royal Automobile Club of Great Britain and Ireland.

September 25-26.—New Jersey Good Roads and Legislative Convention, to be held at Atlantic City.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

Mention "Automobile Topics" when writing.

October 7.—200-Mile Road Race in Fairmont Park, Philadelphia, under direction of Quaker City Motor Club.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

January 23-30.—Annual Automobile Show in Philadelphia, Pa., under direction of the Automobile Trade Association.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers' Association.

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ALWAYS TELL YOUR DEALER**

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ANNOUNCEMENT

OF THE

Maxwell Line

1909

will be made in the issue of AUTOMOBILE TOPICS, September 26, and in other trade papers at approximately the same time.

I venture to say that the final announcement will be interesting in more than one way, to the present Maxwell representative as well as to the dealer who is still undecided as to his choice for 1909.

Coincident with the coming announcement will be the promulgation of advance specifications and of a sales proposition which for the first time in the history of automobile making and selling eliminates the bug-in-the-rug policy, the notion of some dealers that it is necessary only for them to combat their competitors to securing satisfactory business returns.

For we shall offer to them something so absolutely **new and revolutionary** that it will be in a class by itself, opening a selling field to every dealer upon which no competing line can follow him.

Maxwell quality and easy selling possibilities are too well known to need explicit mention here.

The purpose of this announcement is chiefly to impress upon every automobile dealer in the country the fact that it is of the **utmost importance** for him, before making his arrangements for the coming season, to become acquainted with our proposition, which will mark the most advanced step toward the final universalization of the automobile.

Benj. Briscoe
President

MAXWELL-BRISCOE MOTOR CO.

Standard Manufacturers A. M. C. M. A.

P. O. Box 105, Tarrytown, N. Y.

Factories: TARRYTOWN, N. Y.

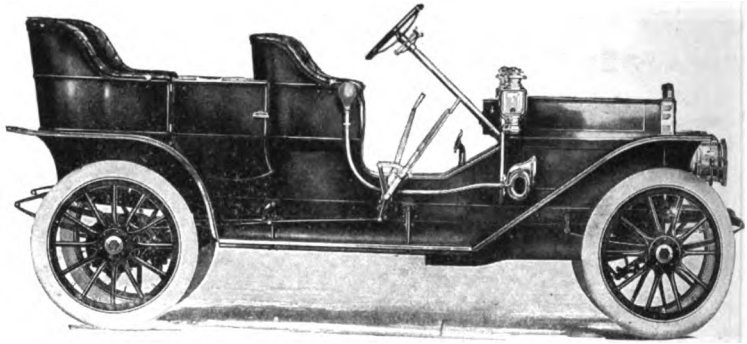
NEWCASTLE, IND.

PAWTUCKET, R. I.

Address Communications to Tarrytown, N. Y.

Mention "Automobile Topics" when writing.

**E.
M.
F.
'30'
TOURING
CAR
\$1250**



THE NEWS

On June second at a dinner at the Cafe des Beaux Arts, New York, the organization of the million dollar Everitt-Metzer-Flanders Company was announced.

Today—less than three months from that date—this “hyphenated” concern is rated one of the biggest factors in the automobile industry.

The interest created when the personnel of the company was announced was increased to a veritable sensation when the specifications of its product, the E-M-F. “30” Car, were given to the world; and when the price for this splendid car, with full lamp equipment and magneto, was set at \$1250, there ensued a small sized panic among the high-price contingent of automobile manufacturers—and those who thought they knew how to manufacture, but try as they would, were unable to see how we could do it at the price.

Of course we have their sympathy—we are sure of that.

We also have their advice—in chunks. “Raise the price to \$1500—you’ll sell all you can make,” is the burden of their fatherly promptings.

Still we don’t heed—don’t even realize that we are on the very brink of destruction or that we are “throwing away a million or so” by selling a car at \$250 to \$500 less than any other concern ever has or can sell a car of equal merit.

You who read this have doubtless kept in touch with the development of the automobile industry during the past ten years. If so, you can recall that each successive year there has appeared some one car that possessed all the earmarks of success—that seemed to represent the highest state of development up to its time. And you recall that, with unerring instinct, that car sprang into instant favor with the trade and public alike.

Well, the E-M-F. “30” has taken at a bound, and today occupies that enviable position.

It is admitted leader—makers of cheaper cars are already saying “Just as good as the E-M-F. ‘30,’” while those whose product is listed a few hundred dollars higher, are busy explaining why. And without much success, for a comparison of the product—details of design, materials and workmanship—shows the E-M-F. “30” to be incomparably superior at every point.

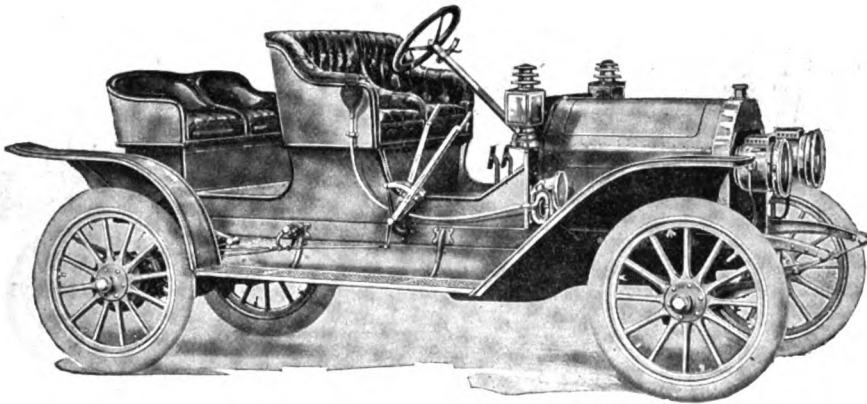
There is a reason: The men back of the E-M-F. Car have a standing in manufacturing circles that guarantees the excellence of product. And the car itself combines so many features every motorist knows to be the best, all agree it is a composite of superiorities.

Each man who examines the E-M-F. “30” or reads the specifications feels as if he had designed it himself, so nearly does it approach his ideal in every detail, his heart’s desire as a whole.

We believe that to the man who has not seen and ridden in an E-M-F. “30” Car, or to one—if any such there be—to whom a mechanical description conveys no clear idea, the names of the men—financiers, manufacturing experts, sales and advertising specialists—back of this product is a guarantee not only of quality in the car, but of conscientious, generous treatment to the buyer afterward.

That’s why we lay so much stress on our organization; so much that envious rivals have dubbed us “The Mutual Admiration Society”—a compliment we accept cheerfully and gratefully; for of not all organizations can this be said. It’s a factor that makes for concentrated effort and guarantees results that are unobtainable by any organization where this same mutual confidence and admiration are absent.

Mention “Automobile Topics” when writing.



**E-
M-
F-
'30'**

ROADSTER

\$1250

THE ORGANIZATION

First: The capitalists back of the E-M-F. Co. They are not tyros at the game. All are men of ripe experience in the business. All have been connected with it from its infancy—learned to know it in all its phases and caprices. Being young men they have optimism plus and a faith unfaltering in the future—the far future of this industry. They don't ask, don't desire, big dividends the first year. They have a pride in the product, a desire for success on broad lines—an ambition to excel. They are willing to forego the mushroom profits of today in order that a foundation may be laid, a policy formulated, that shall meet all conditions and stand the test of time. But money alone will not build automobiles. Capital unaided by experience, cannot cope with manufacturing problems.

Organization—a merger of brains and experience—is essential to success on a large scale. This fact was fully appreciated by Mr. B. F. Everitt, organizer, and president of the E-M-F. Company. In "framing-up" his company he determined on an "all-star cast."

Until a few months ago, one of the largest manufacturers in the accessories field, Mr. Everitt's acquaintance with the men who did the things other men got credit for, eminently fitted him to select the right material. The result is a group of men every one of whom is a specialist—an acknowledged leader—in his own line. All have made good to a signal degree—the history of the industry is their history—the credit for its greatest achievements, theirs.

Than William E. Metzger, Secretary, and Sales Manager of the E-M-F. Co., no man in the motoring world is better or more favorably known. As Sales Manager of the Cadillac Automobile Co. from its inception, he has run the whole gamut of experience, taken a prominent part in every event of any importance, held many offices, been the recipient of many honors. The name Metzger stands for a broad gauge policy, a concrete sales organization, and to the buyer of E-M-F. cars ensures liberal treatment at all times.

If, as all authorities agree, the future is to the concern that can produce on the largest scale, most accurately, most regularly and economically, then Walter E. Flanders is the very keystone to the arch of the E-M-F. organization. He is recognized as the greatest factory organizer, the keenest buyer, and by far the ablest producer the industry has known. As Manufacturing Manager of the Ford Motor Company until a few months ago, his record is patent to the world—it yet stands unequalled—unchallenged.

Back of Mr. Flanders are Factory Manager Thomas Walburn, General Superintendent Max Wallering, and the several department heads—forming an "officers' mess" in which perpetual harmony prevails, because each is a specialist, an expert in his own line, and none conflicts with another. It is only with such an organization that great things are possible.

Chief Engineer Wm. E. Kelly has been in the business from its infancy—he antedates some of the "pioneers" who make greater pretensions. Like others he has designed some cars that did not come up to his expectations—in later years by riper knowledge he has produced some of the very best. In the E-M-F. "30" Kelly and his corps of designers have realized a long cherished ambition.

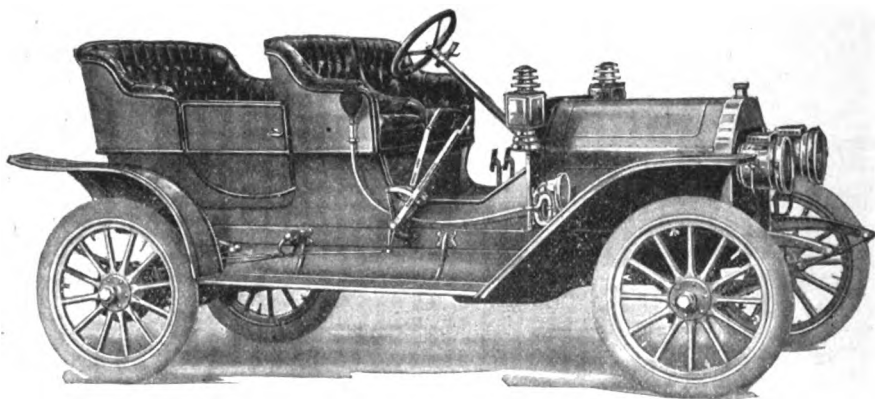
E. Le Roy Pelletier, formerly Advertising Manager of the Ford Motor Company, is known by his work—and its results. In fact, there isn't a weak link in the chain—no man of mediocre ability filling an important position—no deadwood anywhere.

Mention "Automobile Topics" when writing.

**E-
M-
F-
'30'**

**DEMI-
TONNEAU**

\$1250



THE CAR

Nothing added---no frills or furbelows. Nothing omitted that experience has proven or convention taught you to consider a necessary part of a first class motor car. Not one original feature---not a single novelty---no startling innovations. Not one experiment---not one hair-brained theory or half-baked mechanical idea; not an untried invention---or metallurgical hallucination will you discover in the E-M-F. "30."

Instead you'll find all the good, the simple, the reliable features you have come to know as standard.

In the early days there may have been some excuse for the maker trying out his inventions, his theories, on the buyer---at the buyer's expense. But today we know what details of construction go to make up a first class automobile---the wise manufacturer is the one who combines these rather than tries to invent new ones.

The motor is the accepted standard 4-cylinder vertical, four-cycle type---well built, with large valves, silent and smooth in operation. A magneto is a part of it---as it should be---not an extra.

The sliding gear transmission is superior to any other known type; and ninety per cent. of buyers prefer the "selective" system of operation. These are combined in the E-M-F. "30" in a little neater, a little more compact form than in any other car. The operating system is very nearly ideal.

It's admitted that the "unit" system of power transmission is ideal---transmission and rear axle in one; but it has been considered too expensive for any but high priced cars. You'll find it in the E-M-F. "30" in the neatest, lightest and most compact form.

The brake system is the best known---four brakes, all acting on rear hub drums.

The steering gear is of the worm-and-sector type, identical in design, material and construction with what you'll find in cars of \$4,000 to \$5,000---simplest as well as best.

Of coil, radiator, commutator and all other parts the same holds good---they are the best types you know.

A magneto has, hitherto, been considered only as a part of a high priced car---and then as an expensive extra in all but a very few cases. It is as much a part of the E-M-F. "30" as are the valves. We believe a constant, uniform and absolutely reliable source of electrical energy is essential to pleasurable motoring. We've set the pace for all makers by building the magneto into the motor and including it as part of the equipment without extra charge. Other cars listed at prices to compete with the E-M-F. "30" figure more nearly \$2000 when equipped with magneto, lamps, top and other touring necessities.

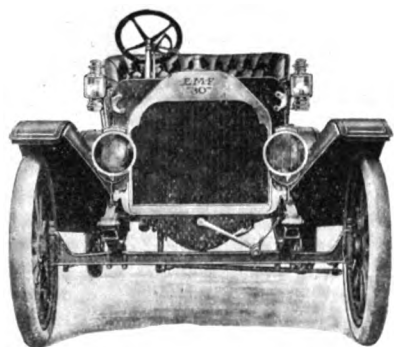
The E-M-F. "30" is not an "assembled" job. We make every part of it in our own factories.

The day of the "assembled" car has passed. An automobile is too complex a piece of mechanism---requires too accurate a degree of workmanship on every part, to lend itself to the methods of parts makers and assemblers. We speak by the book, having had extensive experience in the "assembling" field.

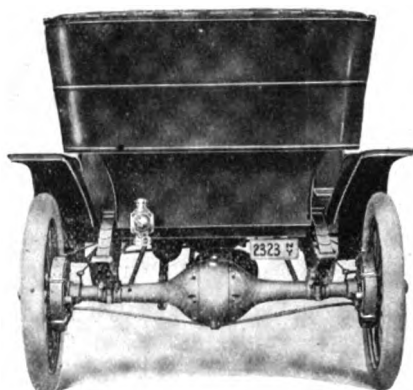
Makers of "assembled" cars have our sympathy; buyers of them our commiseration.

So long as motor, axles, transmission and other vital parts are farmed out to different makers, accuracy is absolutely impossible,---interchangeability unobtainable. And the failure of a parts maker---or a discontinuation of business relations between him and the concern who furnishes the nameplate---leaves the owner in a helpless, hopeless position.

Mention "Automobile Topics" when writing.



E
M
F
30
—
BEFORE
AND
AFTER
—



THE WHY AND THE HOW

Since the price of the E-M-F. "30" Car announced, this subject has been up for discussion---and criticism---in no less than two manufacturers' meetings, to say nothing of the countless informal gatherings of trade gossips where it has been the chief topic of discussion.

"Why," they ask, "why give the public a million dollars and more on your first 5,000 cars (they all protest we'll raise the price so soon as the reputation of the car is established) by selling such a car for \$1,250 when, goodness knows, you can sell all you can make at \$1,500, or a few hundred dollars more for that matter? Why set the price so low?"

"In order to increase the quality," we answer.

They don't understand---and yet they claim to be manufacturers.

Here's the explanation---its obscurity lies in its very simplicity.

A better car can be manufactured and sold for \$1,250 than is possible at twice that price. Mull that over.

There's no catch---no play on words. It means exactly what it says. And here's why:

For every man who can afford a \$2,500 car there are 500 who can afford one at half that price---500 to 1.

Figure it out: Statistics prove there is only one man earning \$5,000 a year for every 500 who earn \$1,800---and, whereas, no man with an income less than \$5,000 can afford a \$2,500 car, a \$1,250 car should not be considered a luxury for a man earning \$1,800 a year.

Certain of our market, we can plan on a large scale---12,000 cars in a year. Buying for this quantity we get the lowest price on raw materials. Manufacturing in such quantities we are able to adopt the most modern methods and to install highly specialized machinery. We cut the cost of production in half. And we increase the quality at the same time because methods are possible to us that no maker of \$2,500 cars---producing in the small quantities the limited demand permits---can adopt.

Here's one example that illustrates why:

The cost of dies for making one part of the rear axle of the E-M-F. "30" Car is \$9,000. Suppose the output be only 100 cars of this model---the "overhead" on that part would be \$90 in each car. Carry the same practice through the entire car and it couldn't be sold for \$20,000! On 1,000 cars it would still be prohibitive---\$9.00 per car. On 2,500, which some "name plate" manufacturers call "large quantities," it still figures \$3.60 for tool cost on only one of over 1,000 parts in the car. On 12,000 cars it amounts to the insignificant sum of 75 cents per car. And the part is absolutely interchangeable---lighter, stronger, better in every way than any similar part has been made before in cars of the highest price. Of course not all items reduce so rapidly, but throughout the entire car the saving is more than half.

In giving the buyer the full benefit of this saving we do not pose as philanthropists---we are merely making sure of our market without which the manufacturing of 12,000 cars would be a risk no sane concern would venture to assume. The price makes the market---the ready market makes quantity production safe---quantity production makes the price possible. It's as complete as a circle and as simple.

Send for detailed information and specifications.

EVERITT-METZGER-FLANDERS COMPANY, Detroit, Mich.

DID YOU NOTICE

that all the E. M. F. 30
cars will be fitted with

Morgan & Wright Tires

as a guarantee that the
tire equipment shall be
above criticism.

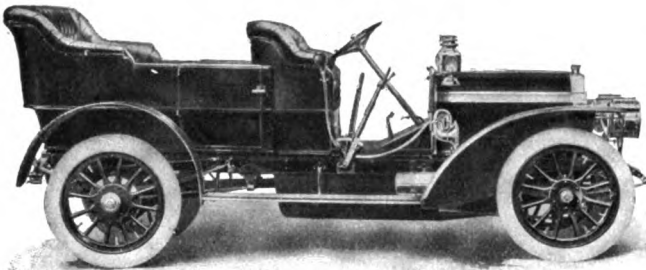
There is no method of making friends
equal to the method of making good

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

MORGAN & WRIGHT, DETROIT

Garford



THOUSANDS of skilled engineers and brilliant inventors have contributed to the ideas required to produce the present "TYPE" of autos.

We have contributed our share of these ideas. We do not claim credit for the "TYPE," but we do claim to be the first to recognise its existence and the desirability of adhering to it.

The Garford is intended to be, and we believe *is* a well executed realization of the generally accepted "TYPE" of automobile representing the best judgment of those qualified to judge.

ADDRESS

Eastern Inquiries
GARFORD MOTOR CAR CO.
OF NEW YORK
1540 Broadway, New York City

Western Inquiries
GARFORD MOTOR CAR CO.
OF CLEVELAND
1372 East 12th St., Cleveland



THIS IS TRUTH

There were three non-contesting cars and two cars competing for a certificate, having Fisk equipment in the Glidden tour. These two finished with perfect scores. They had two punctures and lost a total of seven minutes because of tire trouble!

?

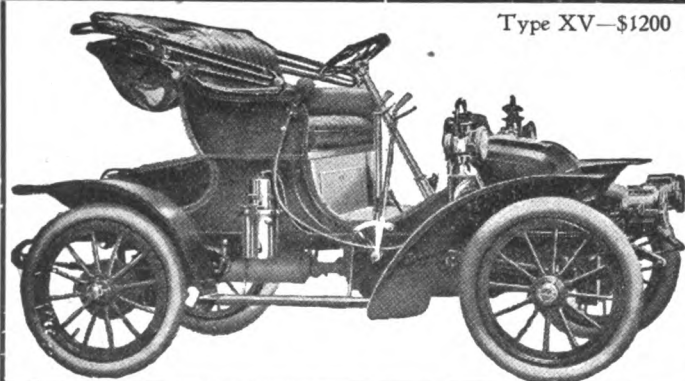
Well, they were fitted with the

FISK REMOVABLE RIM WITH INFLATED TIRE

This is the only practical and perfect solution of the tire problem.

On the basis of facts, the Fisk tires made a better showing in the tour than those of any other make—as Fisk tires do always.

THE FISK RUBBER COMPANY
CHICOPEE FALLS, MASS.



Type XV—\$1200

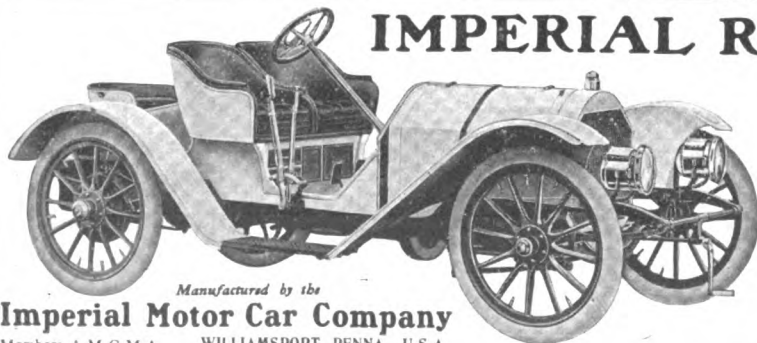
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The Doctor's Car

The car comes to you fully equipped with top, storm apron, gas lamps, gas generator, horn, etc. 12 horse-power, three speeds and reverse, direct shaft drive. Autocar patented control—spark and throttle governed by grips in rim of steering wheel—a valuable advantage. Write for catalog.

THE AUTOCAR CO. :: Ardmore, Pa.



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Imperial Motor Car Company

Members A.M.C.M.A.

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IMPERIAL ROADSTER

THE CAR WITH THE
STRAIGHT LINE DRIVE

30-35 H. P., 35-inch wheels, selective type transmission, Eisemann Magneto, double drop frame. Price, including gas lamps and generator, horn, tools, etc., \$2,500.00.

Mention "Automobile Topics" when writing.

Automobile Topics

Illustrated

Vol. XVI.

NEW YORK, AUGUST 29, 1908.

No. 21.

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A MAXWELL CAR IN THE REDWOODS OF HUMBOLDT COUNTY, CAL.

Automobile Topics

Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

Vol. XVI.

NEW YORK, AUGUST 29, 1908.

No. 21.

T O P I C S

For comprehensive grasp of the situation and clarity and directness of expression, these words, taken from the report of the

Law and Ordinance Committee of the Automobile Club of Philadelphia, are wholly admirable: "In order to secure fair treatment we must be fair to others upon the highway and use consideration in operating our machines. Public sentiment is without doubt beginning to concede that automobiles may be operated safely at a speed considerably in excess of that which may be permitted to horse-drawn vehicles. Every accident due to reckless or negligent driving retards the development of this idea, but we wish also to point out to you that discourtesy to drivers or riders of horses and pedestrians, because of its greater frequency, is almost as detrimental. Give others their fair share of the road, turn out in season, do not drive under a horse's nose, do not pass horse-drawn vehicles at an excessive rate of speed, and insist on your chauffeur's observing the same rules, and you will materially aid those who are working to secure the freedom of all motorists from annoying restrictions."

The absolute truth of these remarks is beyond question. The motorist must be like Caesar's wife was supposed to be—beyond suspicion, suspicion, that is, of driving at a reckless speed, to the discomfort and even peril of other users of the roads. The excesses of the few have their effect upon the public mind and inflame it against all motorists. The anti-motorist does not discriminate. He limps all motor vehicle users and is quite as likely as not to pounce upon the innocent as the guilty. And it is just here that the difficulty of the considerate motorist is most pronounced. He cannot conform to the laws, for they are unjust, iniquitous and quite incapable of being followed to the letter. The situation is aggravated by the practice of constables and other conservers of the statutes to nab someone about every so often, regardless of whether he is violating the spirit as well as the letter of the law. It is easier to apprehend the man who drives 22 miles where 20 is the limit than it is to lay hands on the miscreant who

rushes by at 40; the result is that the latter gets scot free, while the former is stopped and fined.

A statistician has figured it all out and finds that 10,000 persons are touring in New England and other section of the country. Returns were obtained by checking up the arrival of cars at a number of the most frequented resorts and using them as an average. It was found that at eleven popular stopping places in the New England States 123 automobiles, of 44 different makes, carrying approximately five hundred persons, had arrived the night before. The expenses for the day of that cavalcade probably totalled \$3,500 or more, divided among hotels and garages en route. Trade of this sort is to be welcomed, not treated with scant attention, and the knowledge of this fact is beginning to percolate into the craniums of some former motorphobes.

Bans are like buzz-saws; they are bad things to monkey with.

In the face of all this talk about the desirability or the necessity of forming new motoring bodies one can't help thinking that what is really wanted is a reform in the conduct of those already in existence. Heaven knows, we have enough of them now. Pretty nearly all the letters of the alphabet are needed to provide titles for them and there is sometimes danger of mixing them up. Better fewer bodies and more attention to their professed objects than new ones to support.

The Atlantic Ocean will be closely watched next week. It will bear on its broad bosom High Commissioner W. K. Vanderbilt, Jr., who is bringing with him, it is hoped, a big batch of foreign car entries for the Vanderbilt Cup race. If anything should happen to the High Commissioner, or, more dreadful still, if he should not be in possession of the expected entries, words cannot tell the consternation that would be felt.

Did those Missouri clubs resign from the A. A. A. or did they not? You can take your choice of answers and settle it whichever way pleases you most.

That winning Mercedes car of Lautenschlager appears to have been twins, at least, if not triplets or quadruplets. An Englishman named Fry purchased it, according to the English papers, while Robert Graves, the well-known American driver, acquired it immediately after the race and is to run it in the Vanderbilt Cup contest.

No suggestion has yet been made to disqualify members of the A. A. A., or of the A. C. A., in case they should visit whichever of the automobile shows has not been sanctioned by one or the other body. Perhaps that will come later.

War may be—well, what General Sherman said it was, but it is affording nice pickings for the publicity boomers, all the same. They are in their element, sloshing around in oceans of ink and consuming tons of good white paper to inform a waiting world what is newest in the gigantic conflict that is taking place. To peruse the voluminous broadsides which emanate from these boomers, and give credence to the assertions contained therein, one is necessarily impressed with the belief that the A. A. A., or the A. C. A., as the case may be, is having one grand,

sweet time, gaily treading the primrose path, with nothing to worry and no difficulties to overcome, while the other body is in a helpless muddle from which the likelihood of extricating itself becomes beautifully less each minute. If you are wise, however, you will take all of these effusions with a great many grains of salt. You'll be safe in doing so.

The discovery has been made that there are plenty of available courses for automobile races, with no lack of drivers; but that what is even more essential, viz., cars, are extremely scarce. It is even more difficult to hold a race without cars than it is to provide a proper course.

While park commissioners are waging war on the emission of clouds of smoke from the exhausts of automobiles, the authorities of a number of Long Island towns are encouraging this manifestation of bad driving. The smoke merely annoys people, but it is death to mosquitoes. It has been found that the more smoke the fewer mosquitoes, and vice versa. It is thought that if the smoke holds out the mosquitoes will ultimately be exterminated.

According to some people it is all right for one association to threaten to disqualify competitors in contests promoted by an opposition body; but when the latter retaliates and demonstrates that it has a ban of its own in good working order these same people raise a howl that ascends to heaven. It makes a great deal of difference whose ox is being gored.

It used to be that the man with the fastest horse got the choicest location whenever a new land reservation was thrown open to settlement. Nowadays it is the man whose automobile is fastest and most reliable.

The suggestion has been made that the sanction granted by the Nassau County authorities for elimination trials in connection with the Vanderbilt Cup race can be utilized even if no elimination is necessary. The two contests proposed are for motorcycles and taxicabs, respectively. It is thought that the former would afford better sport, while the latter would possess a greater utilitarian value. But then, of course, the Vanderbilt Cup Commission fully expects to have enough entries to make elimination trials necessary. Oh, yes!

As a result of observation made by agents of the Long Island Railroad Company it is asserted that 53 per cent. of all the automobiles that crossed the tracks of the company at grade at a certain point did so in a reckless manner. At another point the percentage of reckless drivers was 33. Of the 53 per cent. referred to it is recorded that they were driven "at dangerous speed and could not have been stopped had a train been approaching." Thirty-six of these cars are placed in a class of their own, it being claimed that they were going at a speed of more than 30 miles per hour. This constitutes a pretty serious indictment of motorists, and sheds some light on the reasons for the frequency of accidents at grade crossings. The fact that this particular crossing was in a conspicuous place, and used by hundreds of cars every day, leads to the belief that the proportion of reckless drivers was greater than ordinary. It is not at such places that most accidents occur. Nevertheless the railroad company seems to have made out a pretty good case.

Long Island Motor Parkway Open to All

Developments followed each other with startling rapidity this week in the conflict being waged between the American Automobile Association and the Automobile Club of America. The former body started the ball rolling by giving out the statement from E. R. Thomas "instructing" Harry S. Houpt to withdraw his entry from the 24-hour race of the Motor Racing Association at Brighton Beach. The announcement and the manner in which Houpt followed instructions are given on another page.

Next came a bombshell from W. G. McAdoo, a director of the Long Island Motor Parkway and vice-president of the A. C. A., stating in emphatic terms that the highway was not to be used as a pawn in the war between the A. A. A. and the A. C. A., and would not be closed to cars and drivers incurring the displeasure of the A. A. A. by reason of their participation in contests not sanctioned by that body. As this was one of the trump cards of the A. A. A., its supporters making the threat that participation in the Grand Prize race at Savannah would result in disbarment from the Long Island Parkway, the announcement created a sensation. Mr. McAdoo's statement follows:

"The Long Island Motor Parkway is an entirely independent organization and is not allied with the A. A. A. nor

with the Automobile Club of America, and is taking absolutely no part in the controversy between these two organizations.

"The Long Island Motor Parkway is a commercial enterprise, building a highway for automobiles, for the purpose of permitting the use of such highway by all automobilists who pay the regular tolls and operate their machines in accordance with the rules of the Motor Parkway. The Motor Parkway will, as a commercial enterprise, rent to any club or association the privilege of conducting events on the Motor Parkway, and the club or association conducting such events will, of course, have the privilege of saying who shall enter those events, but, so far as the Motor Parkway itself is concerned, it will not take part in any controversy. Clubs, associations or manufacturers can disqualify any car participating in the events conducted by such clubs or associations and can prevent them from using the Motor Parkway only when races or events are being conducted on the Parkway by them."

In saying this, Mr. McAdoo stated that he did not undertake to speak with authority for the Long Island Motor Parkway Company, but simply expressed his opinion as to the purposes and aims of the Parkway Company.

Fifth Entry for Vanderbilt Cup Race

One Thomas car has been entered in the Vanderbilt Cup race, with George Salzman as the driver. The entry is made by E. R. Thomas of the E. R. Thomas Motor Company. This makes the fifth entry for the race, the other cars being one each, Mercedes, Mora, Chadwick and Acme.

A Chalmers-Detroit was also nominated but the entry was withdrawn. It is understood that there is doubt whether the Acme entry chronicled last week will remain but no official notice of its withdrawal has been made public up to the present time.

Thomas Moves Against M. R. A.

There was considerable wonder felt when it became known a week ago that Harry S. Houpt had joined with those prominent in the formation of the Motor Racing Association, which is to take hold of contests in New York and nearby sections. The wonder, of course, arose in view of the connection between Mr. Houpt and the E. R. Thomas Motor Co., which concern was known to be favorable to the A. A. A.

That there was cause for the wonder became apparent this week, when, on Wednesday, Frederick H. Elliott, secretary of the American Automobile Association, gave out a communication which had been sent him by President E. R. Thomas, of the E. R. Thomas Motor Co. The communication was as follows:

"All the Thomas cars entered in the 24-hour race to be held at Brighton Beach, September 17, have been withdrawn for the reason that the E. R. Thomas Motor Company cannot permit any of its cars, over which it has the slightest control, to participate in a race which has not received the sanction of the American Automobile Association, as it would disqualify our cars and our drivers from all events outside of the metropolitan district.

"We believe that racing must be controlled by an authoritative body, and as the A. A. A. has been controlling racing for some years, we see no reason why the conditions should change. In assuming this position, I feel as if we voice the sentiment of the largest majority of manufacturers, without whose assistance races cannot be successfully run.

"Under instructions, Mr. H. S. Houpt has withdrawn his entries in the Brighton Beach race."

Thomas Car in 24-Hour Race

That there will be a Thomas car in the 24-hour race at Brighton Beach next month after all, is the interesting piece of news which was made public Wednesday afternoon. The announcement followed the statement of the A. A. A. that the Thomas car had been ordered out of the race by E. R. Thomas and would not compete. Before the day had passed, however, the Motor Racing Association had in its

possession the formal entry of a Thomas car by Harry S. Houpt.

A 1907 Thomas car—probably the one which won the 24-hour race at Brighton Beach track last year—will be used for the purpose. The H. S. Houpt Company has no other Thomas machine available, but Mr. Houpt had given his word that he would enter a Thomas car in the race and it is stated that he will do so.

A. A. A. Grants Six Sanctions

The sanction mill of the American Automobile Association got to work this week and ground out a number of these very essential documents. Six sanctions were issued by the Sanction Committee of the Racing Board of the A. A. A., and four reservations were added to the batch. The sanctions were as follows:

Automobile Club of Minneapolis (Minn.) Hill Climb; Automobile Club of Minne-

apolis (Minn.) and Automobile Club of St. Paul (Minn.) (joint auspices) Race Meet; San Antonio (Tex.) Automobile Club, 12-Hour Endurance Contest; Wildwood (N. J.) Motor Club, Speed Trials; Sonoma County Automobile Club (Santa Rosa, Cal.), Race Meet; Richmond (Va.) Automobile Club, Race Meet.

The reservation dates were for Poughkeepsie, N. Y.; Baltimore, Md.; Washington, D. C., and Hot Springs, Ark.

Light Car Race Decided Upon

The proposal to hold a Light Car Race at Savannah on the day preceding the contest for the Grand Prize has received the approval of the Contest Committee of the Club. At its meeting Monday of this week the matter came up for discussion and the proposal was formerly adopted. The following rules have been adopted:

The minimum weight will be 950 pounds and the maximum bore, on a basis of four cylinders, has been placed at $3\frac{3}{4}$ inches.

There was some discussion as to whether the bore should not be placed at four inches for a four-cylinder car. It was found, however, that a four-inch four-cylinder bore would be too big in proportion for the average single cylinder and double opposed motor of today. The length of the race has been placed at 200 miles over a ten-mile parallelogram, which will be increased should there be more than twenty entrants. It will be run on Wednesday,

November 25, the day preceding the Grand Prize race.

The equivalent of bore for varying numbers of cylinders is as follows:

For four-cycle motors: Of eight cylinders, 2.65 inches of bore; of six cylinders, 3.56 inches of bore; of four cylinders, 3.75 inches of bore; of three cylinders, 4.33 inches of bore; of two cylinders, 5.80 inches of bore; of one cylinder, 7.50 inches of bore.

A provision has also been made for two-cycle motors, the bore on a basis of four cylinders being 3.18 inches and for three cylinders 3.65 inches.

The entry fee for the race has been fixed at \$200 for one car, \$300 for two, \$350 for three and \$400 for four cars.

A manufacturer is not held down in this race to his stock model, but can increase or diminish his bore to meet the above specifications:

He can also strip his car as much as he wishes, provided always that his weight exceeds 950 pounds.

Private View on New Year's Eve

This year there will be the usual private view of the exhibits at the Grand Central Palace, where the American Motor Car Manufacturers' Association will hold the Ninth International Automobile Show from December 31 to January 2 next. It will occur on the afternoon of December 31, and the association has invited public officials, members of the Automobile Club of America and the Long Island Automobile Club, officials of the American Automobile Association and their guests to attend. This private view will be from 3 to 6 o'clock, and the public will be admitted after 6 p. m. on New Year's Eve. No exhibits will be received after that hour.

While there will be no free list, any

recognized automobile manufacturer, agent or dealer will be admitted without charge between the hours of 10 a.m. and 1 p. m. daily by registering and presenting proper credentials.

Ninth Entry for Lowell Race

With the nomination of a Fiat Briarcliff car in the 250 miles road race which is to be run at Lowell, Mass., on Labor Day, nine entries are in hand for that event, while at least three more are expected to come in. The latest car was nominated by E. R. Hollander, and George Robertson is down to drive it. The other eight entries are two Isottas, driven by A. Poole and Lewis Strang; two Knox cars, two Buicks, a Simplex, and a Stearns.

No Sanction Asked for This Meeting

I'll not marry you, my pretty maid,
Nobody asked you, sir, she said.—
Old Rhyme.

The above couplet applies directly to the first race meet which the Motor Racing Association will hold on the Brighton Beach (N. Y.) race track on September 11 and 12, if "sanction" is substituted for "marry." There will be no sanction issued by either the A. A. A., the great sanctioning body, or the A. C. A.—simply because neither body was asked for a sanction. This being so the A. A. A. will, of course, place its ban upon the affair and all connected with it. This does not appear to be frightening entrants or prospective entrants, and many of the former don't seem to care whether the meet will be run as an outlaw affair or not.

The events are as follows:

No. 1—Two miles. Open to gasoline stock cars selling under \$1,250.

No. 2—Five miles. Open to gasoline stock cars selling \$2,001 to and including \$3,000.

No. 3—Ten miles. Open to gasoline stock chasses selling for \$4,000 and over.

No. 4—Fifty miles. Open to gasoline stripped stock cars or chasses, free for all.

No. 5—Five miles. Open to gasoline stock cars selling from \$3,001 to and including \$4,000.

No. 6—Open to gasoline stock cars selling from \$1,251 to and including \$2,000.

No. 7—Twenty-four-hour endurance contest, open to stripped stock cars or stock chasses selling at \$3,000 and over; all cars to be in accordance with catalogue specifications, except as to gasoline and oil equipment. Catalogue to be submitted with entry. Entries limited to sixteen.

In addition to these there will be several special match races of considerable interest. Entry fee will be \$10 for each event, except No. 4, which will be \$20, and No. 7, which will be \$250.

The entry blank contains these clauses:

The signer hereby declares that he understands, has never infringed, and agrees to be bound by these rules, and recognizes

the right of the Technical Committee of the Motor Racing Association to reject this entry.

The signer furthermore agrees to assume all responsibility for loss or damage caused by him or his agent to real or personal property, and this with full knowledge of Rule No. 28 of the rules governing contests of the Motor Racing Association.

The definitions of stock cars, chassis and touring cars are:

Stock Car.—A motor car completely described in the manufacturer's catalogue for the current or any preceding year, which is manufactured in quantities of ten or more, which is on sale by the regular selling representatives of the manufacturer and is manufactured ready for delivery to buyers.

Stock Chassis.—A chassis which without any changes whatsoever (except that lighter rear springs and additional gasoline and oil equipment may be used) can, by adding the necessary parts, be assembled into a complete stock car for which it is designed.

Touring Car.—A car provided with a tonneau and seats for at least five adults, two in front and three more in the tonneau.

Any manufacturer or agent entering a stock car in these events must agree to sell it, or an exact duplicate, at the entered price. No cars will be permitted to carry any distinguishing mark except monogram on radiator.

No Fall Contest on Dead Horse Hill

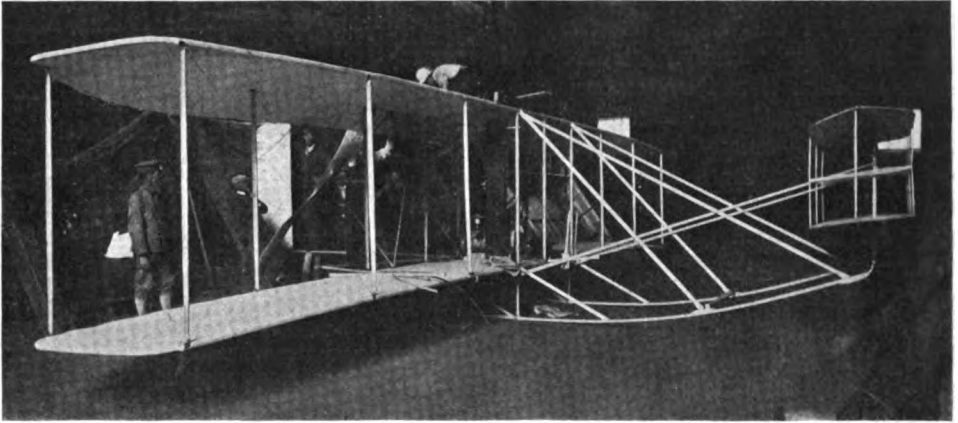
WORCESTER, Mass., Aug. 28.—The second Dead Horse hill climb, which it was proposed to hold this fall here, is all off. The Worcester Automobile Club officers have so announced, because there were so few encouraging replies to letters sent out to manufacturers and others who it was thought would likely be interested in entering new models for tryouts on this stiff course. A contest was held there in the spring.

Brother Orville at Fort Myer

Orville Wright, of Dayton, O., brother of Wilbur Wright who has been causing such a sensation in France with his aeroplane, is now at Fort Myer, Va., where he will make official

The planes are semi-rigid and are twisted by means of the levers to form a helicoid. The tips are also controlled by the operator.

The speed of the aeroplane is not



THE WRIGHT BROTHERS' AEROPLANE.

flights before a board of army officials to determine whether the aeroplane of their invention fulfills government requirements.

With the exception of the motor the machine, which is with a few exceptions like the one now in Europe, is now assembled in the balloon house at Fort Myer. It is expected that a preliminary flight will be made in a few days.

The aeroplane is made of "silk spruce" and ash, and is forty feet from tip to tip of the wings. It will carry two men. A speed of 40 miles will have to be made in a test over a course of five miles before and against the wind. The aeroplane will have an endurance test, in which it will be required to remain in flight for one hour.

Wilbur Wright's aeroplane is controlled by two levers, whereas Orville's has two levers for controlling the wings, two levers for controlling the wings, or planes, and one for controlling the lateral movements of the aeroplane.

controlled by the motor, but by the planes. The motor has no carburetters, and its speed is never changed while in flight. The ship is launched into the air from a mono rail and lands on skids.

A Bright Dream Dazzles Horsemen

According to reports from Cincinnati what is modestly termed "the first real automobile race-track in the United States," will be built in Kentucky on the banks of the Licking River, within twenty-five minutes ride of Cincinnati. Harvey Meyers, vice president of the Latonia Jockey Club, and his associates, Congressman Rhinock, president of the Latonia Jockey Club, and John J. Ryan, former plunger, plan to build a track one and five-eighths miles around, with the oval banked at the turns so that cars can negotiate them at full speed. Regular automobile meetings of considerable length will be conducted, purses to be hung up the same as in horse racing.

Motor Racing Associations' Rules and Officials

With a generous array of officials—three referees, three judges and seven timers being included—the Motor Racing Association has issued the rules which are to govern the 24-hour race and speed trials scheduled to be held at Brighton Beach track on September 11 and 12, and all other contests of this body. The officials are as follows

Referees—Charles Jerome Edwards, Winthrop E. Scarritt, J. R. Overpeck. Judges—E. E. Schwarzkopf, Chas. J. Swain, H. H. Law. Timers—S. M. Butler, Prosper Clust, P. A. Sayles, Geo. MacGraham, A. L. McMurtry, Charles Dieges, H. P. Burchell. Paddock Judges—Peter Fogarty, E. P. Nussbaum, A. L. Schwalbach. Clerk of Course—A. H. Whiting. Assistant Clerks of Course—John K. Mills, Edward C. J. McShane. Chief Scorers—S. M. Butler, Al. Copeland. Assistant Scorers—J. Kelb, J. Smith, M. Pike, W. Fox, O. A. Shultz, J. Connell. Technical Committee—E. R. Hollander, F. E. Moscovics, C. A. Emise. Drivers Committee—Jos. Tracy, Guy Vaughn, Albert Campbell. Medical Advisers—Geo. W. Bogart, M.D., I. MacMann Hally, M.D., Jas. R. Whiting, M.D. Press Committee—The Flat Tire Club.

The rules are divided into six parts. The first part defines the number of race officials and their duties, as follows:

1. Referee. The general conduct of a race meet shall be in charge of a referee, whose functions shall be to exercise general supervision over the meeting and the contestants, and to act as representative of the Technical Committee.

He shall assign to their various duties, the Judges, Timers, Starter, Clerk of Course and Scorers.

He shall receive all protests, and render decisions thereon, from which there shall be no appeal, except in cases herein-after provided. After one or more cars shall have finished a race, the referee may

in his discretion call the race off, without prejudice to the cars then actually competing.

2. Judges. There shall be three Judges whose position during the race shall be on, or at the edge of, the course, two at one end and one at the opposite end of the tape. The number of the placed cars shall be taken, one each by the three Judges respectively. The decisions of the Judges as to the order of finishing shall be final. The judging of the cars shall be determined by the instant of contact of the tires of the front wheels with the tape.

3. Timers. There shall be three Timekeepers whose sole duty it shall be to accurately calculate, report and record the lapsed time of placed competitors. The time of a race with standing start shall be taken from the drop of the flag, or the firing of a pistol by the Starter, and in the event of a moving or flying start, from the instant the front wheel of the leading car touches the tape. In a time handicap the time shall be taken from the start of the scratch competitor. In the event of a disagreement of the watches the time of any two agreeing shall be official. Should all of the watches disagree the intermediate time shall be official.

4. Starter. It shall be the duty of the Starter, after he has been advised by the Clerk of the Course that the competitors are ready, to ascertain that the Timers are ready, and then give the signal to start by dropping a flag, or in the event of a standing start, by dropping a flag or firing a pistol. He shall have the absolute control of the competitors from the time they are reported ready by the Clerk of the Course until the start has taken place. The Starter alone shall have power to decide what is a fair start.

5. Clerk of the Course. There shall be a Clerk of the Course, with as many assistants as may be necessary. It shall be his duty to notify competitors in due time of the events in which they are entered; see to the arrival of the competitors at the starting point on time and to place them in their respective positions. The Clerk of the Course may also act as starter.

6. Scorer. There shall be an official Scorer, with such assistants as may be necessary, whose duty it shall be to score the laps, keep a record of the time and position of the placed competitors, and procure the signatures to the official score

sheet of the Referee, Judges and Time-keepers.

Starting

7. Method of Starting. Starts may be standing, moving or flying; due notice of the method being given on the program. In the event of failure to state the method, a moving start shall prevail.

8. Standing Start. In a standing start the front wheels of each car must be upon the tape and each car must remain stationary until the signal is given.

9. Moving start. In case of a moving start the car shall be started at a point 200 yards behind the tape. The pace from the starting point to the tape shall be set by the car nearest to the pole. If the pole car fails to set a pace satisfactory to the Referee he may give the position to the car next in order, and send the pole car to the outside. There shall be an assistant to the Starter placed not less than 100 yards in front of the starting line, who, on the drop of the flag by the Starter, shall also drop a flag.

10. Flying Start. In the case of a flying start the cars may start at any distance behind the tape and cross the tape at the highest possible speed. The signals to be given by the Starter and the Assistant Starter shall be as specified in the preceding rule.

11. Positions. The positions of competitors at the start shall be decided by lot. There shall be a distance of at least four feet between the hubs of contesting cars.

12. Delay. A contestant who fails to respond promptly to the call of the Clerk of the Course shall forfeit his right to his position and shall take the outside. There shall be no delay at the start on account of absentees, and no contestant shall be permitted to take a place in the line after the contestants have been reported to the Starter by the Clerk of the Course, except by appeal to the Technical Committee.

13. Start Under Own Power. A car shall be started exclusively by its own power not only at the start but in restarting after any stoppage, except that it may be pushed to the starting line or on and off the course.

Track Rules

14. Persons Allowed on Track. No person other than the Referee, Starter, Clerk of the Course, Judges when actually officiating, and competitors when called to compete, with one assistant for each, shall

be allowed upon the course. Competitors and assistants must leave the course as soon as the heat in which they have competed is at an end.

15. Leaving Course. A competitor who leaves the course must, if he desires to continue the race, restart at the point from which he withdrew.

16. Rail at Left. All track races shall be run with the left hand of the operator toward the inside rail or pole.

Disqualification

17. False Declaration. Should a false declaration be intentionally made by an entrant, the Technical Committee or Referee shall disqualify the entry.

18. False Entry. Any entrant or his duly appointed agent who shall be guilty of wilfully entering in a stock car event, a car that does not strictly comply with the catalogue specifications, shall be disqualified.

19. Foul Driving. Intentional foul driving shall be punished by disqualification for all events of the meeting.

General

20. Questionable Entries. In the event of a protest relative to classification of a car, or other matter which shall affect the right of a car to start, the Technical Committee may, unless able to render an immediate decision, allow the car to start, and render their decision as soon after the event as may be possible.

21. Demonstrating Ability. The Referee may, in his discretion, request the Driver's Committee to require any driver to demonstrate his ability to properly handle the car in which he intends to compete.

22. Unsafe Cars. The Technical Committee shall have absolute power to prohibit the starting of any car which they consider unsafe, unsuitable or of improper construction, and of any driver who is unable to satisfy them as to his ability to safely handle the car.

23. Motor Exhaust. No exhaust shall be so directed as to raise dust or cause any other danger or inconvenience to competitors. The direction of the exhaust shall be checked and regulated before the start.

24. Distinguishing Marks. No car shall be allowed to carry any distinguishing mark other than the official designation provided by the Promoter, which shall consist of a number of sufficient size to be plainly seen by the spectators and officials

placed upon the right and left side of the car, and, if possible, in front of the bonnet or hood.

25. **Passing on the Track.** It shall be the duty of the operator of the leading car to hold the inside or left hand side of the track, as nearly as may be practicable. One contestant overtaking and passing another, must pass on the outside unless the car in front shall be so far from the inside as to render it safe to pass on the inside. After having passed to the front, a competitor shall not take the inside or cross in front of the competitor passed, unless a clear full length ahead, under penalty of disqualification.

26. **Competitor and Driver Responsible.** A competitor shall be held responsible for the acts and omissions of his driver and vice versa, each being equally responsible for infraction of these rules.

27. **May be Ordered to Leave Course.** Whenever the Referee is satisfied that a competitor has no longer a chance of obtaining one of the first four places in a race, he may order the competitor from the course and the competitor shall promptly comply.

28. **Suits for Damages, etc.** All suits of a penal or civil character of any kind whatsoever, arising from competition in races held under these Rules must be borne and resulting judgments satisfied by the competitor responsible for the action.

29. **No Recourse Against Association.** Under no circumstance shall a competitor have recourse against the Motor Racing Association, its Directors or any of its officials or against the Promoter.

30. **No Betting Permitted.** The making or laying of bets or wagers shall not be permitted.

31. **Effect of Disqualification.** Disqualification for any infraction of the foregoing rules shall debar the offender from participation in any and all of the awards for the event in which he competed.

32. **Records.** No time shall be accepted as an official record unless taken by at least three official Timers.

33. **Intermediate Distances.** In event of an attempt to lower the record for a given distance, records at intermediate distances will not be accepted unless separate watches are used especially for such intermediate distances.

34. **Protests and Complaints.** A protest relative to classification, validity of entry or pertaining to the course must be made

to the Referee before the start and a protest of any other kind within twenty-four hours after the finish of the race involved. The protestant or complainant must accompany his complaint or protest with a fee of \$10, which shall be forfeited to the Promoter if the protest be not sustained.

35. **Expenses of Investigation.** All costs and expenses in relation to determining a protest or conducting an inquiry, and any reasonable compensation for outlay concerned, shall be paid by the person against whom the decision is rendered.

36. **Amendments.** These rules may be amended by the Board of Directors of the Motor Racing Association.

Endurance Races

37. **What Constitutes.** Any racing contest continuing for a greater period than eight consecutive hours shall be known as an Endurance Contest. A track event of 50 miles or more shall come under this classification.

38. **Factory Number Required.** The factory number of the motor and the manufacturers' serial number of the car entered shall be declared before the start. No substitution of cars shall be allowed in the event of accident, or for any other reason.

39. **Tire Lugs.** Each competitor shall ascertain and shall, if called upon to do so, satisfy the Referee that his tire lugs are of proper size for the tires. In case clincher tires are used, they must have at least six lugs for each tire.

40. **Drivers May Alternate.** The drivers nominated at the time of entry shall be permitted to alternate and in case of accident to a driver or drivers, application may be made to the Referee, who may, in his discretion, give permission in writing to substitute another driver or drivers.

41. **Taking on Supplies.** In any event in which more than five cars are competing on the track, all supplies must be taken on and repairs, replacements and adjustments made in the paddock, which shall be in charge of a Paddock Judge appointed by the Referee.

42. **Assistants for Officials.** Each official shall have an assistant to act as relief.

43. **Mechanical Recorder.** A mechanical method of recording the score of each contestant shall be used.

It has been decided to offer \$1,500 in cash, to be divided among the drivers in the 24-hour race as follows:

First, \$750; second, \$400; third, \$250; fourth, \$100.



THE GOLD TARGA OF THE AUTOMOBILE CLUB OF BOLOGNA.

19.7 kilometres in a straight line without traversing anything but two small hamlets of a dozen houses each. It is an ideal and extremely wide road of from 11 to 12 metres, which will permit of attaining inordinate speeds. The rest, without being so extraordinary, is exceedingly good, for the road becomes scarcely any narrower or more sinuous for a dozen kilometres.

On the whole, there are but two settlements—Castelfrano, which will be traversed by a wide and straight road without even having to slow up, and San Giovanni, in Persiceto, a large village around which a detour will be made by a wide boulevard kept in excellent repair. There is not a railway crossing, of course, and not the slightest declivity.

Solid Tires Much Used in Denmark

In Denmark the use of solid tires is very general, according to Consul-General Mowrer, who writes from Copenhagen.

The tires are supplied on most of the best grade of carriages now being sold and Danish dealers state there is a tendency to use them on traps and road wagons, he says. The introduction of automobile taximeter cabs, which are equipped with pneumatic tires, has improved the public horse cab and already on some of these solid rubber tires are used. The principle supply of solid rubber tires is now imported from Great Britain. American made tires have been tried in this market, but it is stated they are too soft, and while relatively cheaper than British tires, the

transportation charges are considerable.

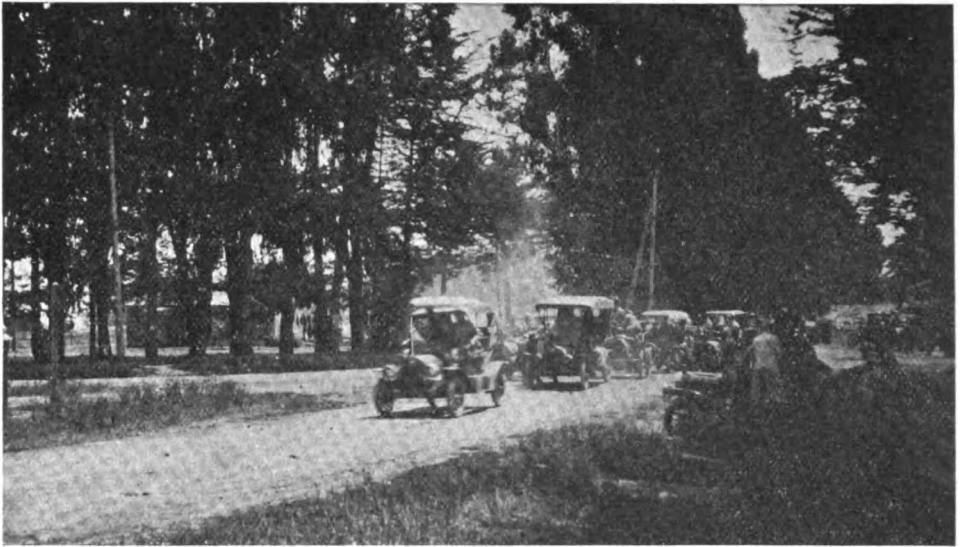
To make purchases in the United States at best advantages it is necessary to place large orders and the present demand does not require a large stock to be kept on hand. In some instances the long transit has made it impracticable to order certain styles and sizes of tires for immediate use. German tires are considered too heavy and also too expensive. French tires are also dearer than British tires. The approximate value of tires sold annually is \$13,400. To secure a portion of this trade it is suggested that American manufacturers of solid rubber tires correspond with dealers, whose names and addresses can be obtained from the Bureau of Manufacturers.

Tourist Cars in Endurance Run

An endurance run of 1,018 miles in California, organized by the Auto Vehicle Company of Los Angeles, manufacturers of the Tourist car, and participated in by 26 cars of this make.

miles, via Firebaugh, Dos Palos, Los Banos, San Filipe and Gilroy.

San Francisco was reached on the 15th, the day's run being only 55 miles. The 16th and 17th were spent here,



AT FOURTEEN MILE HOUSE ON THE ROAD FROM SAN JOSE.

has just been completed. The event, starting August 12 and ending August 22, was enjoyed by about 80 people, the country traveled through being perhaps the most scenic along the Pacific Coast.

Leaving Los Angeles the first day's route was through San Fernando, Newhall, Saugus, Kern Ranch, part Elizabeth Lake to Fairmount, Neenack, Gorman, Lebec, Rose Station and Adobe Station, resting for the night at Bakersfield. The distance covered was 145 miles.

On the 13th the party left Bakersfield at 6 a. m., and proceeded through Ferosa, Delano, Pixley, Tipton, Tulare, Hanford, Laton and Fowler to Fresno, the distance covered being 123 miles. The run of the 14th was from Fresno to San Jose, a distance of 156

after which the return trip was made. The affair was very successful throughout, and will, no doubt, be made an annual event.

Up-State Tour of Thomas Winner

For the purpose of allowing motorists in various sections of New York State to view the Thomas New York-Paris race winner, the car has this week been making a tour of the State in the hands of its crew, Scheuster and Miller. Among the cities visited were Poughkeepsie, Albany, Utica, Syracuse and Rochester.

The Russian Ministry of War, it is said, has paid a subsidy of \$25,000 to the Odessa Aeronautical Club for the right to use the whole of its aerial apparatus in the event of war.

Reckless Drivers on Railway Crossings

Some statistics dealing with the speed at which motorists cross railroad tracks at grade have been made public as a result of the investigation which the Long Island Railroad Company has been conducting. Last week President Peters of the Company sent out a statement to the effect that 53 per cent. of the automobiles that passed over the Merrick road railroad crossing in Springfield on August 19 and 20 were driven in a reckless manner. Records taken by the railroad company from 8 A. M. to 7 P. M. on each day show that 463 automobiles crossed the tracks. Of this number 249 were "driven at dangerous speed and could not have been stopped had a train been approaching."

Observations were also made at the Vanderbilt crossing at Oakdale, and while the number of cars that passed over the tracks was small, thirty-three of them were driven recklessly. One machine, No. 43759, registered in the name of R. C. Vanderventer, so the statement says, went over the Merrick

road crossing at a speed of fifty miles an hour.

While 282 automobiles were observed going over railroad crossings at dangerous speed, the following thirty-six cars were moving faster than thirty miles an hour, according to the company's records:

"That many automobile drivers make a practice of reckless driving," says the statement, "is indicated in the records taken by the company at both the Merrick road and the Vanderbilt crossings. Two machines, No. 53906 N. Y., and 26230 N. Y., were observed twice going over the tracks at a speed of more than thirty miles an hour. Car No. 44580, registered in the name of Henry A. Kayser, 72 West Eighty-fifth street, New York City, appears twice in the reports of checks made at Merrick road.

"The investigation made by the Long Island Railroad Company to date shows that speeding automobilists pay practically no attention to signals, bells or flagmen."

Fall Contests to Be Held

Two September contests were decided upon by the New York Automobile Trade Association at its meeting last week. The first is a two-day Efficiency Test to Montauk Point, to be held September 16 and 17, while the second is to be a series of dust trials, smokeless exhaust trials and brake trials, to be held on September 23 and 24.

It is said that these trials will probably be held in Central Park or on one of the Park Department driveways, under the sanction of the Park and Police Departments, as both of these departments are interested in the suppression of the dust and smoke exhaust

nuisances and the quick-stopping problem in congested traffic.

The Efficiency Test will be under the management of W. J. Morgan and a technical committee will examine the cars before and after the run. The route from New York to Montauk will be via Bay Ridge. It is planned to have a two-hour stop at Captain Bill Graham's place at Blue Point, L. I., for a clambake and also a camp at Montauk with a barbecue and general jollification of the trade. The cars are to be divided into eight classes by price, and again sub-divided according to capacity. Amateurs and professionals are to compete in different divisions.

A European View of the Wright Aeroplane

If the brothers Wright have not obtained credit for being the pioneers of mechanical flight, and preceding all those who have accomplished remarkable performances on this side of the Atlantic, the fault can only be attributed to their own secrecy, which appears to be a little excessive in view of the publicity that is given to the experiments carried out in France, says the Paris correspondent of the *Auto-car*.

At the time when Messrs. Wright were claiming to have made their sensational flights negotiations were entered into by a syndicate of French capitalists for the purchase of the patents at a cost of £40,000, but for some reason or another they fell through, and after trying to dispose of their machine in Germany and elsewhere, the inventors accepted an offer from a second French syndicate to sell the patents for half this amount subject to certain conditions. They have to make two flights of fifty kilometres each in an ordinary breeze, and within two or three days of each other, carrying a passenger or his equivalent in dead weight and sufficient petrol and water for a 2,000 kilometres flight. The money will only be paid on condition of these performances not being equalled by other experimenters within a period of six months.

For some time past Wilbur Wright has been assembling his machine at the works of Leon Bollee at Le Mans. So careful is he with the smallest details that he brought everything with him from the United States, down to the bolts and screws, and he has done all the work himself, refusing outside aid in every shape and form. During the process of testing the engine he was so badly burned by the exhaust that it was feared he would lose the use of an arm,

but, fortunately, he appears to have entirely got over the effects of this accident. As for the machine itself, Wilbur Wright is preserving as much secrecy at Le Mans as he did at Dayton. He cannot avoid its being seen, but he declared he would not have it out of the shed when there were photographers about, and in order not to prevent the trials the ubiquitous photographers had to promise that they would not take views of the machine.

Having originally worked with Professor Chanute, the brothers Wright have naturally become his disciples and have developed the principle of the cellular aeroplane which has become familiar to the public through the experiments of Farman and Delagrange. In many respects it differs from the French machines, notably in the curvature of the planes. The length of these is about forty-one feet. Constructed with a wooden framework covered with fabric the lower plane curves slightly upwards from the middle and the upper plane curves downwards, and they are joined by vertical supports that offer very little resistance to the wind. Beneath the lower plane, and at right angles to it, are what may be described as sledge runners, curving upwards and carrying at their extremity a small cellular plane. This is intended to give stability to the machine. The small plane is actuated by a lever and can be made to incline upwards or downwards for giving inclination to the machine and sideways to correct the equilibrium when it has a tendency to be upset by the wind. Behind is the steering device actuated by a second lever. The two propellers, driven by chains in contrary directions, revolve at a speed of about 500 revolutions per minute. The weight of the engine is about 198 lbs., and has been made up

from various parts by the Brothers Wright, and is extremely well made. It has four cylinders developing 27 hp. Ready for a flight of four hours with two operators on board, the machine weighs 1,320 lbs. The fact of using about one-half the power employed for the French aeroplanes lends special interest to the Wright machine.

Another feature is that instead of being provided with wheels for running along the ground preparatory to taking flight, whereby special sites offering a level surface have to be selected, it obtains the necessary impetus on wooden rails that can be laid down on any kind of ground. During the trials at Le Mans on Saturday the machine rested on a sort of sledge which traveled on the rails. This sledge was connected by a rope with a heavy weight on the top of a standard. On Wilbur Wright taking his seat he released the weight, when the sledge with the machine shot forward, and before going ten yards the aeroplane soared aloft, and during a lapse of 1m. 45s. the inventor manoeuvred his machine with consummate ease. Being late in the afternoon, when there was scarcely any wind, the

conditions were favorable for flight, but the performance was, nevertheless, sufficient to impress one with the stability and perfect control over the machine, Wilbur finishing up his flight by alighting gracefully.

Although, of course, the flight was a very ordinary one as compared with what has already been done by French experimenters, it is nevertheless admitted that it was a much better and more satisfactory demonstration of stability and ease of control than any that have preceded it. The test on Saturday was merely intended to see if the machine was in working order, but it was enough to convince many spectators that the Wright aeroplane is capable of satisfactorily fulfilling the conditions imposed upon it in the forthcoming trials. Despite the fact that the American machine seems likely to wrest from the French their superiority in mechanical flight, our Gallic friends have sunk every other feeling in their enthusiasm over the scientific results obtained, and it is doubtful whether, if the brothers Wright succeed in their test, they would get a better reception in their own country than they will in France.

To Open West Side Y. M. C. A.

The automobile school of the West Side Y. M. C. A. will begin its fifth year on September 2. During the coming term the instruction will be greatly strengthened on the practical side of devoting still more attention to individual road work in managing different cars and by increased emphasis on the repair work in the show room and laboratory. The school now owns eleven cars, of which six are used for road work and the remainder for practice in locating and remedying troubles in the shops and on the streets. The cars used for repair practice and to learn the construction of engines and

transmission and are purposely disarranged in all ways that a private car can get out of commission, and before graduation the student is expected to be able to make on the road all adjustments and repairs which do not require the heavy machinery of the shop. During the last year 641 different chauffeurs, owners and prospective owners took these courses, which are four or eight weeks in length and given either day or night. An odd feature of the roster of students last year was the fact that many real estate men took the course in order to be able to run machines used by their companies.

Will Ultimately Tax Automobiles for Revenue

The genesis of the automobile statute and its gradual progress to its present condition is outlined by Walter S. Schurtz, counsel for the Connecticut Automobile Association, who drafted the law now on the statute books of that state. Mr. Schurtz is of the opinion that the matter will not stop until the automobile is taxed for the direct and openly-stated purpose of deriving a revenue from it.

"Limitation of speed was the sole purpose of our earlier statutes; next the identification of the car was considered of importance, then the control and responsibility of the individual operator became the main object of the law. The time is not far distant, in my opinion, when revenue will be the chief, if not the sole, reason for automobile legislation. The fact that high-powered cars seriously injure roads make it necessary to collect an ample revenue from automobilists and apply this to the maintenance of present roads and the new ones.

"There are four points which the model law must cover, viz., proper identification, control of operator, reckless driving provisions and a clause which will prevent the establishments of traps where the law-abiding motorists are caught on technical violations and through which the speed maniacs escape in their high-powered machines.

"My personal opinion is that the examination of drivers, either professional or amateur, avails nothing and is only a needless expense to the State. Indeed, I believe statistics will bear me out when I say that the great majority of accidents result from the reckless driving of experts rather than from the ignorance of novices. I do not think we should make any distinction between private operators and professional chauffeurs. No reasonable per-

son is going to engage a chauffeur until he is satisfied that the applicant can operate a car, and if the chauffeur's license is annual—while the amateur's is good until revoked—the owner will pay the fee in both cases. With a proper minimum age limit, it seems to me perfectly safe to license any applicant with the proviso, that his license will be revoked if he proves himself in any way unworthy of the privilege granted.

"Public sentiment is opposed to all forms of highway robbery, and in nine cases out of ten a speed trap is operated for no other purpose than to catch a driver and hold him for a technical violation. Each day it is becoming more apparent that the only true test of proper operation is to determine the speed at a particular time, and to take into consideration the width of the highway, the amount of traffic and the number of pedestrians and the houses along the highway.

"The Connecticut law, which has proven very satisfactory to all classes of citizens, and to visiting as well as resident motorists, provides that no person shall operate a motor vehicle on the public highway recklessly, or at a rate of speed greater than is reasonable and proper—always having a regard for other property and for life and limb. Convictions under the new law have been secured under difficulty, in cases where the operation of the car was improper, and the Connecticut authorities are holding the reckless in better restraint than they are held in any other State where the automobile laws are based upon speed limitations. An abstract of each conviction is furnished the Secretary of State, and in flagrant cases the Secretary of State has the power to revoke the license of the driver. It is significant that up to

this time none of the reports from the courts have recommended such action on the part of State officials.

"A very important feature of the model law is the fair and liberal treatment of non-residents. In Connecticut non-residents are admitted for a period of not more than ten successive days; provided, of course, they carry a license from the States from whence they come.

"As to revenue, it seems to be reasonable to suppose that the automobilists can afford to bear the burden of the reasonable check, provided he is

not unjustly hampered in the use of his car, and also feels that the money which he pays is to be used in maintaining the roads. With their constant increase in number, the power of automobilists to properly influence legislation is enormous. If the State automobile associations and the local clubs will work systematically to secure simple and uniform automobile laws, the remaining barriers between States will soon fall away and petty and needless restrictions upon the proper operations of automobiles will disappear."

Found Attractive Routes in New York State

After spending two months in exploring new and attractive routes in the Lake region of Central New York and other parts of that State, the official car of the Bureau of Tours of the Automobile Club of America, reached New York last week having covered a little more than 1,000 miles on its latest trip.

After surveying an air line from Sullivan County to Binghamton, N. Y., it turned north to Watertown and made a circuit around the Thousand Islands resorts, whence it cut across the country to Malone, and thence south through the heart of the Adirondacks to Paul Smiths, Lake Saranac and Lake Placid to Elizabethtown and south, connecting with the road surveyed by the same car a few weeks earlier.

"In the Adirondack regions, all sorts of roads were found, from smooth macadam to rough mountain trails. The scenery was delightful, and when the new state roads, under contemplation, are finished, it will be a delightful country in which to tour, though there will always be hills steep enough to test the ability of the average touring car of to-day. The roads between Watertown and the Thousand Islands are rough and pass through an uninter-

esting country, but upon arrival at the Thousand Islands resorts there is no lack of scenery. Good roads in that section are a necessity. Stretches of good macadam are being built at points along this circuit of 1,050 miles just made by the official car, but they are regrettably short, and serve mostly as a powerful object lesson when the macadam suddenly ends and the driver finds himself on a rutty country dirt road," the toastmaster reports.

"When driving automobiles in the Adirondack region extreme care should be used in meeting horses; more than half of the horses are driven by women. The roads being narrow, and frequently difficult to turn out for either a motor car or a horse-drawn vehicle. On the return trip it was found that the new state road between Schenectady and Albany, fifteen miles in an air line, was almost completed, leaving only a gap of five or six city blocks' length. Within two weeks this stretch will be entirely completed."

The touring accommodations committee of the Automobile Club of Philadelphia makes a monthly report on hotels and similar places which offer accommodations for motorists.

President Greets Thomas Crew

Flying the same American flag it had carried around the world, the Thomas car which won the New York-Paris race was driven to Oyster Bay, L. I., last week, where President Roosevelt warmly congratulated Harry S. Hought, George Schuster, George Miller and Montague Roberts on the winning of the prize. Unfortunately George MacAdam, the newspaper correspondent who was one of the party to circle the globe, could not accompany the party, owing to sickness which developed after his return home.

The mud-stained Thomas was piloted to Oyster Bay by a 60 hp. touring car containing Harry S. Hought and Tom Moore, and on arrival there James Sloan, chief of the Secret Service force, entered the car and rode to Sagamore Hill, preceded by the official car used by special officers during the President's stay at his summer residence.

As the car went up the hill toward the house President Roosevelt, dressed in tennis attire, was sighted by the crew playing tennis with Postmaster General Meyer and Kermit Roosevelt. He recognized the salute of the men by waving his racquet in the air and signaled for the visitors to continue up to the house and he would join them.

A few minutes after the arrival of the automobiles at the house Mr. Roosevelt walked over the top of the hill, in the rear from the tennis court, and shook hands most cordially with the party on the lawn. Tom Moore presented Harry S. Hought, who entered the car for the race; George Schuster, George Miller and Montague Roberts to the President, and described what part each had taken in the New York to Paris contest. After introducing Postmaster General Meyer as "a sporting member of my Cabinet, gentlemen," the President invited every one to come

inside the house. He made his guests feel at home in his library by ordering the butler to bring cigars and cigarettes.

When the party was seated President Roosevelt questioned Schuster as to the hardships of the journey across Manchuria and Siberia.

"Were you well armed, Mr. Schuster?" asked the President.

"Yes, Mr. President, we had express rifles, Colt revolvers, and shotguns."

"Sounds like my African trip, doesn't it," said the President, laughingly, to Postmaster General Meyer.

The President was very much amused when informed that the worst roads found on the entire trip were in the United States, and said that he would have been very much surprised if they had told him anything different. He said that their journey from New York to Paris had been a remarkable performance and a great achievement, both for the American boys and the American car.

President Roosevelt went on to say that he admired Americans who did things, whether it was up in an airship, down in a submarine, or in an automobile, and would always do all in his power to give them a helping hand. He did not admire the timid, good man who had not the courage of his own convictions.

The President had a thorough good look at the Thomas car, which had traveled many thousand miles, and in shaking hands with Schuster, Hought, Roberts and Miller he again expressed his pleasure at seeing them at Oyster Bay and thanked them for bringing the car over such a distance for his inspection.

The car was then driven back to New York and placed in the Times Building show window.

Illustrated Lecture on New York-Paris Race

On Thursday evening of last week Orrell A. Parker, chairman of the executive committee of the Automobile Club of America, gave an illustrated lecture on the New York to Paris race at the clubhouse on Fifty-fourth street. The audience which was made up largely of tradesmen and newspaper men, obtained an excellent impression of what the men went through who accompanied the car on its long journey.

The slides taken in Indiana, where the automobiles had to get the aid of the farmers' horses to pull them through the snow, which was fully four feet deep in places, aroused the interest of the audience. From the snows of Indiana the pictures conducted the audience to the City of Chicago. The deep holes in the "gumbo mud" of Nebraska were also shown on the screen followed by the car standing out amid the high sagebrush in the desert.

Mr. Parker exhibited some very fine slides taken in Alaska, where the snow was anywhere from 10 to 20 feet, and by the narrow sled trail, which had to be dug out afresh after each snowfall. One of the interesting features of the pictures were the varied costumes of the crowds that surrounded the car when it stopped at the different points on the journey. Americans, Italians, Indians, Eskimos, Japanese, Tartars, Chinese, Cossacks, Mongols, and Hung-Hutzes bandits of Manchuria were samples of many nationalities encountered by the daring automobilists.

In Siberia the racers did not have snows or mountains to encounter, but they had miniature lakes of liquid mud and a series of washouts which forced them to ford the streams with the machine, as the bridges were too weak to stand the strain of 5,000 pounds dead weight.

In addition to the lecture the men-

bers of the Automobile Club were entertained by George Schuster, George Miller and Montague Roberts, who gave brief descriptions of their experiences. E. R. Thomas, Harry S. Houpt and others made speeches welcoming the men back to America after their great feat, which would be difficult for future automobilists to eclipse.

Wright Resumes Experiments

On Friday, August 21, Wilbur Wright, the famous American aviator now in France, resumed his demonstrations with his heavier-than-air aeroplane, after a cessation of experiments for several days as a result of a recent accident to his machine. The trials are made at Auvours, the grounds at Le Mans having been found to be too small. On Mr. Wright's first appearance he did not attempt anything in the nature of a sensational performance, but a few short flights were made with the usual consummate skill. The machine soared to a height of 75 feet and landed without difficulty.

Sign-Boarding Philadelphia Roads

Up to the present time the Automobile Club of Philadelphia has placed 317 warning signs on the roads around Philadelphia. Of these, 69 read "Run Slow"; 188 read "Blow Horn"; 18 read "Sharp Turn"; 18 read "Steep Grade," and 24 read "Railroad Crossing."

Milwaukee A. C. Tour

A club tour from Milwaukee to Manitowoc and return was held on August 22 and 23 by the Milwaukee Automobile Club. The event was participated in by eleven cars.

Proposes a Congress of Clubs

Details regarding the project to form a "Congress of Automobile Clubs" in this country, which movement, it is said, is due to dissatisfaction with the policy and conduct of the American Automobile Association, are contained in a news sheet sent out this week by the Wharton Publicity Bureau, New York. An examination of the sheet reveals many interesting things, but there is a lack of definiteness about it that destroys some of its effect. However, it is given for what it is worth, being as follows:

The recent defection of the Kansas City Automobile Club from the ranks of the A. A. A., coupled with the information from the West that the Automobile Club of St. Louis contemplates taking similar action, indicates, according to those who are on the inside, the probability of the establishment of a new national automobile organization on lines very different from those prevailing in the A. A. A. The western clubs have grown rather weary of contributing dues which go largely for the support of eastern offices and for the promotion of eastern automobile races, and the opinion prevails that if they are to be part of a national body they must have a fair representation in its government, and receive in return for their dues tangible benefits furthering the sport in their own vicinities.

There is earnest discussion of the advisability of forming a Congress of Automobile Clubs, in which each club shall have active representation proportionate to its strength and which shall yield results beneficial to the entire membership, and not only to that of one section. Such a Congress the western clubs think might very well establish a system of reciprocal courtesies between all clubs, which would give to the western members the advantage of a New York club and to the New York members advantages of a similar nature in a dozen western cities. They also feel that such a Congress of Clubs might very well extend throughout the country the plan which the Bureau of Tours of the A. C. A. has worked out with such success throughout the East and in Europe, and join the eastern and western cities with a system of interstate highways. The

Congress could also do much toward securing uniform State legislation of benefit to automobilists.

The general feeling in the West as regards the policy of private management followed by the A. A. A. is one of distinct protest, and those familiar with the sentiment, both in the trade and out, predict a rapid disintegration of that nominally national organization. The attitude of the western clubs is said to spring from close study of the situation here in the East, where such prominent and influential organizations as the Automobile Club of America and the Massachusetts Automobile Club have not only successfully defied the authority of the A. A. A., but completely ignored it.

A great many clubs owing allegiance to the A. A. A. have been impelled into affiliating with it by the consideration that unless they did so the official sanction which they needed to conduct races, touring contests or hill climbs would be withheld from them. In order, therefore, to have the stamp of orthodoxy affixed to their competitive carnivals, they joined the association and paid the dues imposed. A number of these so-called "Clubs" were of overnight growth and disbanded after paying one assessment of dues, the races promoted by them having been run and the object for which they had "clubbed" having been accomplished. Other clubs, however, who have race meets yet to be held are pondering deeply over the action of the Motor Racing Association, which has announced that in the races which it proposes to conduct at Brighton Beach on September 11 and 12, it will ignore the A. A. A. and dispense with its sanction. This example, which has already been followed by the New York Automobile Trade Association in connection with the run from New York to Montauk Point on September 16 and 17, has aroused a serious doubt in the minds of the western men as to the value of the A. A. A. sanction.

W. McK. White, who is a well-known and well-liked figure among Philadelphia automobile pressmen, has resigned from the *Press* of that city to take charge of the automobile department of the *Evening Times*.

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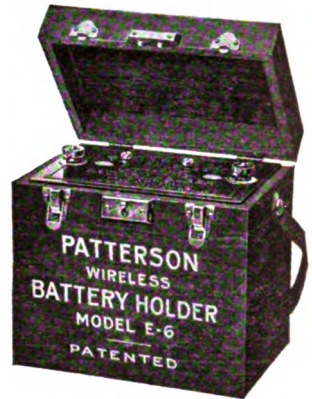
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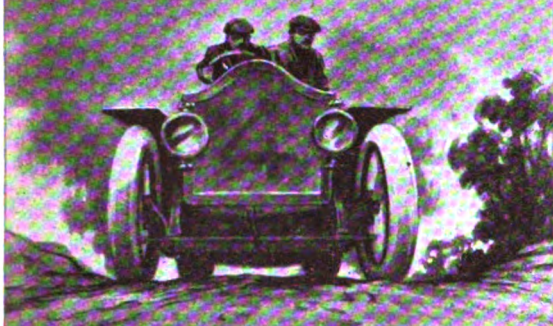
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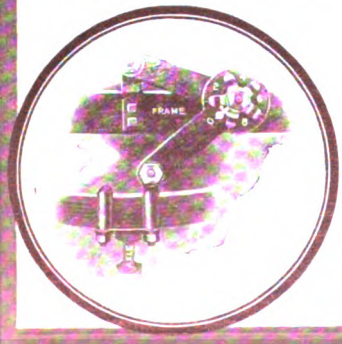
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We have given them all kinds of tests, and will truthfully say that they have withstood all punctures, and with the exception of "blowouts," which are liable to occur with any type of inner tube, they have given excellent satisfaction. Trusting this letter may be of benefit to you, I remain, yours very truly,

(Signed)

JOSEPH A. WEBBER, Lieut., Aide to Chief.

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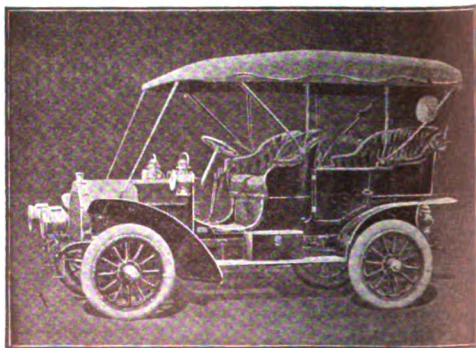
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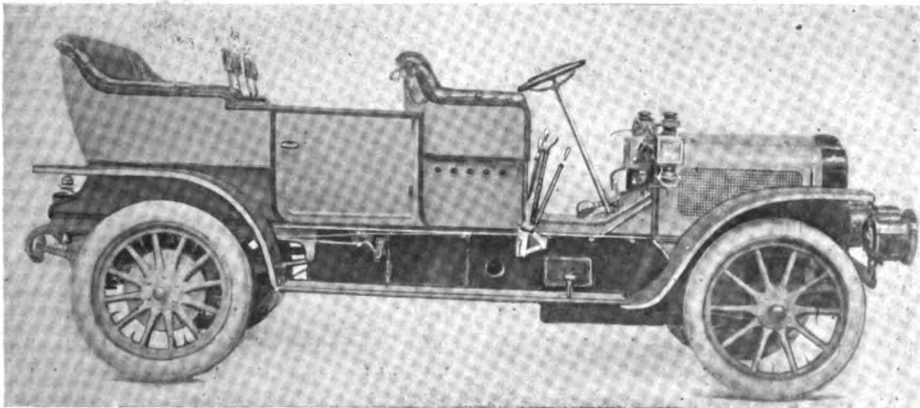
Two New Whites Ready for 1909

Two distinct models, differing only in power, size and price, will constitute the line of White steamers for 1909. The larger of the two cars is styled the Model M and takes the place of the Model K sold during 1908. Its running mate is known as the Model O, and is a replica on a smaller scale of the Model M rather than a successor of any previous White model. Both cars have horse-power ratings based on the actual power delivered at the rear wheels.

The Model M is rated at 40 steam-horse-power. It sells for \$4,000, f. o. b. Cleveland, equipped with acetylene headlights and tank, oil lamps, horn and tool kit. The wheel-base is 122 inches; the front tires 36 x 4 inches and the rear tires 36 x 5 inches. The car is regularly fitted with a straight-line seven-passenger body. The engine is compound, of new design, described in full below. The high pressure cylinder is of 3½-inch bore; the low pressure cylinder of 6-inch bore, and the stroke is 4½ inches. The frame is of armored wood, the reinforcing plates of nickel steel, being fastened on both sides of the wooden sills. The front axle is of

the tubular type; the front springs are 44 inches long and 2½ inches wide; the rear springs 55 inches long and 2½ inches wide. Both the foot-brake and the hand-brake act on drums on the rear wheels, the former being of the expanding type and the latter of the contracting type.

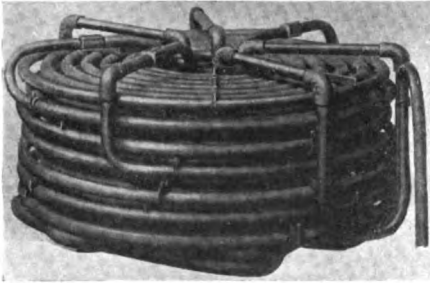
The Model O White is rated at 20 steam-horse-power and sells for \$2,000 f. o. b. Cleveland, equipped with oil lamps, horn and tool kit. The wheel-base is 104 inches and the tires, both front and rear, are 32 x 3½ inches. The car is regularly fitted with a straight-line five-passenger body. The engine, except as regards size, is identical with that in the Model "M." The high pressure cylinder is of 2½-inch bore, the low pressure cylinder is of 4¼-inch bore; the stroke is 3 inches. The frame is of heat-treated pressed steel. The front axle is a one-piece forging of I-beam cross-section. The front springs are 37 inches long and 1¾ inches wide; the rear springs are 45 inches long and 1¾ inches wide. Both the foot-brake and the hand-brake act on drums on the rear wheels, the former being of the



MODEL "M," 40 STEAM HP. WHITE STEAMER

expanding type and the latter of the contracting type. As in the Model "M" the water tank is placed under the foot-boards and the fuel tank is in the rear.

The principal mechanical change in the new cars, as compared with previous White models, is in the engine. As previously mentioned, the engines in the two new models differ only as

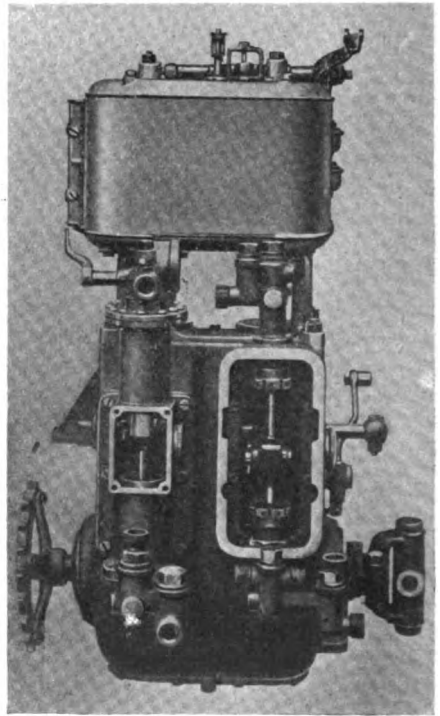


THE WHITE STEAM GENERATOR

regards dimensions and, therefore, the following description applies to both models. The new engine construction has been undergoing a thorough trying-out for two years, and both the Model "M" engine and the Model "O" engine have been subjected to tests of over 30,000 miles of usage and, therefore, may be regarded as thoroughly seasoned products. The change in the engine may be summarized as follows: In the place of one standard type of valve mechanism, another standard type of valve mechanism is used. In former years the engines used in the White cars were fitted with the Stephenson valve motion, which are actuated by eccentrics on the crank-shaft, as were also the pumps. The new White engines are fitted with the Joy valve motion, which is actuated directly from the connecting rods; and the pumps, all of which are located on the left-hand side of the engine, are driven by the levers of the valve mechanism.

This new construction permits of a great simplification of the engine. The

number of parts is reduced almost to a half of those formerly necessary, considerable weight is saved, all eccentrics are done away with and the cylinders are brought close together, permitting the use of a short one-piece crank-shaft. The new crank-shaft is a one-piece forging of tool steel. As shown in Fig. 2, there are but two main bearings to the crank-shaft. This is a most advantageous construction because, when three or more bearings are used in any shaft,



LEFT-HAND SIDE OF WHITE STEAM ENGINE, WITH COVERS OFF TO SHOW THE PUMPS

there is always a possibility that they may get out of alignment. The main bearings are of the annular type and may be removed from the crank-shaft by taking off the lock nuts and lock washers, as shown in Fig. 2. The two main bearings and the two connecting

rod bearings are fitted with ball separators and the balls are of extra large size. The connecting rods are one-piece forgings.

Both the high-pressure valve and the low-pressure valve are piston valves. Steam is admitted through the center of the valve and exhausts at the ends. The pressure on the valve stuffing-boxes is thus reduced to that of the exhaust from the respective cylinders. The small arm, A, on the end of the pump rocker-shaft is connected by means of a rod to a ratchet device which drives the oiler placed on the dashboard. The sprocket on the forward end of the crank-shaft is connected by chain to the fan-shaft and the ratio of the sprockets is such that the fan-shaft runs faster than the engine. The fan itself is not rigidly fastened to the fan-shaft, but is connected by an ingenious ratchet device which permits the fan to run ahead of the shaft. Therefore, when the engine is stopped or slowed down, the fan continues to run as long as its momentum persists, thus preventing any backlash in the chain. The fan-shaft housing is held in place by turning these eccentrics.

The cylinders are provided with relief valves for getting rid of any water which may be in the cylinders when starting the engine "cold." These valves are opened momentarily by a little lever on the dash, before admitting steam to the engine, and the entering steam quickly and effectually removes the water.

The engine is so adjusted that it runs normally on "cut-off"—that is, the admission of the steam to each cylinder is stopped before the end of the stroke and the steam then works expansively for the balance of the stroke. In starting the engine, the pushing of the simpling pedal allows the engine to take steam during the full stroke. There is also a "cut-off" pedal which, when

pressed, produces the same results. This "cut-off" pedal is used only when slow, hard pulling is required, as in climbing particularly steep grades or running over very heavy roads. An interesting feature of the Joy valve mechanism is that, when the "cut-off" is changed, the "lead" of the valves is unchanged and the engine thus runs more smoothly on "cut-off" than was possible with the Stephenson valves. The engine is reversed and the "cut-off" is changed by simply changing the tilt of the guide, G, in Fig. 3.

The engine is supported on two cross-members of the frame which are so placed that the entire weight of the engine is behind the front axle. The engine is so hung that the driving shaft is perfectly horizontal and, as there is neither clutch nor transmission gear on the White, the drive is direct and positive from the engine through the driving shaft to the rear axle.

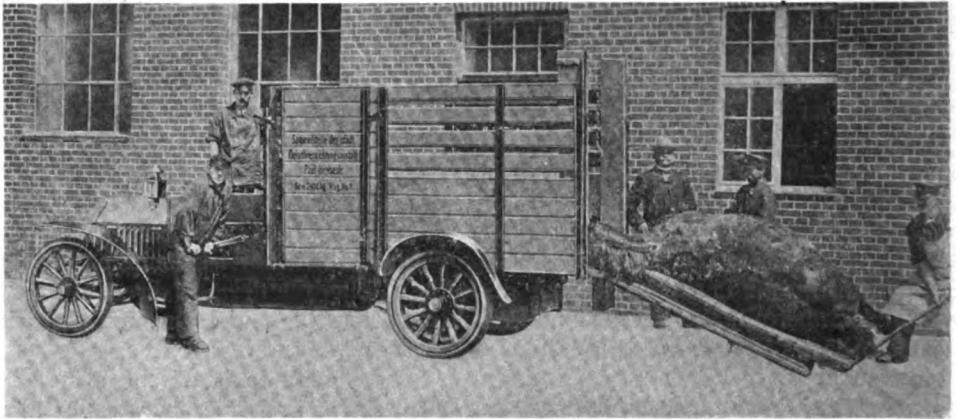
The generator is of the same construction as in former years. For those who are not familiar with this device, it may be said that the White generator, shown in Fig. 4, consists simply of a series of coils of steel tubing, placed one above the other, and connected in series. If the whole were to be unwound and straightened out the generator would be seen to be made of a single long piece of tubing. In operation, water is pumped into the upper coil and steam issues from the lower coil. There is but a small quantity of water in the generator at any given moment (in the larger car the total capacity of the generator is less than one-third of a cubic foot), but the process of making steam is so rapid that the steam is always available in the quantity which the running conditions may make necessary. In the Model "M" and Model "O" cars, the generator tubing is of one-half inch internal diameter.

German Motor-Driven Vehicle for Animal Removal

As regards municipal improvements the German cities are most advanced, and the automobile illustrated herewith belongs to the magistrate of a German city. Its sole purpose is to remove injured or infected animals and cadavers from the streets.

Whenever an animal met with an accident, teams were sent, or, in extreme

at the rear and one at the left side. If a dead body is loaded up a platform is wound up by chains and a windlass, which is housed underneath the driver's seat. The platform consists of three parts hinged together, each of which runs on four wheels and is provided with horizontal guiding pulleys. The hinges are covered with leather strips



SHOWING THE VEHICLE IN OPERATION

cases, the fire department was called, which is still the case in other cities than Berlin. But there are serious drawbacks with the old method, which induced the German authorities to have an automobile built for this special purpose. Regarding beasts infected with a contagious disease, team owners are usually reluctant to carry such away, as they fear their own horses will be infected. With the motor, of course, this cannot happen. The higher speed attained in removing injured animals is another important factor, as a motor car can carry them much more quickly to the hospital; in addition, the street is cleared earlier from such an obstacle.

The engine develops 32 hp. and the truck can carry 1,500 kilograms. Also the inner available space is large enough for the largest beast. There is one door

to protect the skin. The windlass is operated by two detachable cranks. Inside there are rings and ropes to fasten the animals. The floor and lower parts of the side walls is nailed with sheet iron to protect the wood from unruly beasts.

The Mountains in September

The superior advantages to be obtained by mountain tourists if they delay their tour until September are pointed out by John Anderson, of Anderson & Price.

"All along the line now the best houses are so full that it is next to impossible for the transient tourist to obtain rooms with bath," he says. "In September there will be less dust on the roads, and the autumn foliage will make the country more attractive."

PREVENTIVES AND REMEDIES

It is a very noticeable fact that the average motorist is not so particular about the appearance of his vehicle as are the owners of horse-drawn carriages. He has, however, several excuses on his side for deficiency in the matter of paint and varnish, one at least being that however spick and span his car may be at starting, his journeys are seldom short enough or over sufficiently clean roads for such a decorative taste to persist to their conclusion. Another point, also, which deserves some notice is the want of durability of varnish or paint under the conditions prevailing with a motor-vehicle, which seems to be attributable to the deteriorating effect of road dust at high speeds. The effect of the "sand-blast" on such hard materials as glass and porcelain is familiar, and there can be little doubt that to a similar action is due the want of durability and motor-carriage paint-work. The principal effect will usually be noticed on the paint at the back of the car, where the inrush of dust-laden air is most violent.

The fact that the constant vibration of the car will loosen, open, or shake off anything that is capable of being jarred out of place should not be overlooked; in fact, the mischief that can be accomplished in this way is sometimes surprising. Cocks and taps should always be carefully watched, for if they are not tight they will surely jar open. The relief cocks on the cylinders will, of course, give instant warning when they are open by the hissing of the escaping gas; but drain cocks in oil chambers will quietly allow the last drop of oil to run off, leaving the bearings or gears without lubrication. Drain cocks in the water system will also do their mischief silently, the motorist knowing nothing of what is happening until his engine begins to over-heat. Cocks and taps should therefore be adjusted so that they turn stiffly, and they should be placed where they will be as free as possible from the chance of an accidental knock.

A frequent cause of noisy gears results from the renewal of a pinion which is put to mesh with an old gear that is worn. The one which has seen long service is necessarily somewhat lacking in its den-

tification, and much resents to be forced to do further duty, especially in company with a companion to which it is not habituated. When a bearing becomes worn it causes want of alignment by allowing the shaft to run out of parallel. Often the rear bearing of a gear-box wears more than the rest through the strains set up by the foot brake and the propeller shaft, with the result that the mesh of the pinions becomes inaccurate, and the teeth begin to grind. For silent running it is not only necessary that the teeth be accurately cut, but also the depth at which they shall mesh be adjusted to a nicety, therefore the correct boring of the recesses in the gear casing where the ball races fit is quite as important as the perfect formation of the teeth of the pinions themselves. Gears a shade too deeply in mesh will make a great complaint about it, only to be equalled by the hurly-burly they are capable of when the pitch lines do not coincide through their centres being too far apart. The importance of having shafts which carry pinions truly parallel with one another will be realized when it is pointed out that, whereas with parallel alignment and teeth properly in mesh, there is a contact on a line the width of the tooth of the pinion, and a true rolling motion if the gear is accurately cut, when shafts are out of parallel the teeth only bear on a corner, and there is a destructive rubbing action at the same time.

Usually after the rubber matting on motor cars has been in use for a time its uniform color disappears, the oil and grease collecting upon it from boots and by dripping tending to rot and discolor it. To prevent the destruction and discoloration the matting should be painted with lead colored paint, which when dry gives a varnish surface. Not only is this oilproof, but it gives a bright look to the mat, and renders it easily cleaned by means of a cloth.

Leathers are sometimes useful for dropping oil on, say, the clutch leather, but if there are none handy a good strong green leaf will be found to serve the purpose.

SOMEWHAT PERSONAL

Throng of motorists are now to be seen on the New England routes, those in the White Mountains coming in for the lion's share of patronage. Among others now enjoying drives over the New England roads are Mr. and Mrs. A. C. Goodyear, Buffalo, Pierce; S. J. Meeker, J. N. Houghton and A. M. Houghton, Bath, Me., Pierce; Mr. and Mrs. R. C. Meeker and W. P. Meeker, Baltimore, Stevens-Duryea; Dr. and Mrs. F. M. Christy, Anthony, Pa., Winton; J. E. Dean, Chicago, Locomobile; Mr. and Mrs. Robert E. Sheidon and Miss Hallie Sheldon, Columbus, O., Peerless; Mr. and Mrs. Thos. A. Sampson, Thos. A. Sampson, Jr., Miss Grace Sampson and Gertrude Sampson, Philadelphia, Thomas; Chas. E. Russell, John E. Young and J. H. Morrison, Toledo, Thomas; Mr. and Mrs. E. I. Rosenfeld, Chicago, Pope-Hartford; H. C. Ford and Edward Bertman, San Antonio, Tex., Fiat; Mr. and Mrs. E. H. Bowton, Baltimore, Simplex; H. L. Keats, Portland, Ore., Fiat; H. A. Githens, F. H. Martin, Chicago, Fiat; W. H. Newman, L. P. Berg and J. H. Lawson, Albuquerque, N. M., Thomas.

The Hotel Aspinwall, Lenox, Mass., is a favorite stopping place for motorists driving through the Berkshires. Among those stopping there last week were Mr. and Mrs. W. C. Langley, Mr. and Mrs. F. G. C. Lyon, Mr. and Mrs. J. Harper Smith, Dr. and Mrs. G. H. McFadden, Mr. and Mrs. Milton Welch, Mr. and Mrs. E. S. Platt, Mr. and Mrs. John Pierce, Mr. and Mrs. Harry Hubbard, Mr. and Mrs. R. D. Evans, all driving up from New York.

Paris is now thronged with American motorists who are taking a short rest in the French capital before returning to this country. Mr. and Mrs. Edward H. White and Mr. and Mrs. Edward H. White, Jr., of New York, who have been spending the summer in Switzerland, are now in Paris, where they will spend a month. Mr. and Mrs. Frank Howard, of New York, have also arrived there, having completed an automobile tour in the cha-teau country. Among other Americans who have completed European tours and who are now in Paris, are Mr. and Mrs. E. J. Dooner and Mr. and Mrs.

Horace Hans, of Philadelphia; Mr. and Mrs. J. B. Folley and Miss Virginia Folley, of Chicago, and Mr. and Mrs. I. H. Hammer, of New York.

Among the arrivals last week at Hotel Champlain, that popular northern New York summer resort, were Mr. and Mrs. D. R. Holmes and Mr. and Mrs. R. M. Russell, Hackensack, N. J., Winton; Dr. and Mrs. Arthur B. Deul, New York, Peerless, and Mr. and Mrs. J. G. Karnes, New York, Pierce-Arrow.

G. S. Stewart, of Cincinnati, accompanied by a party of friends, started a few days ago for a cross-country automobile trip, with New York City as the eastern terminus.

Val. Duttonhofer, Jr., of Cincinnati, and family have returned to their home from a 2,000-mile automobile trip, principally through Canada.

Good weather and good roads have been causing an increase in the number of automobiles entering Atlantic City of late. Among others to drive down there are George Thomas, Johnstown, Pa., Thomas; S. L. Ballinger, Pittsburg, Pierce-Arrow; A. E. Kreider, London, Pa., Locomobile; A. B. Sleeper, Boston, Peerless; W. B. Bird, Westfield, N. J., Cleveland; J. Finn, Jersey City, Maxwell; J. J. Bamberger, New York, Renault; W. A. Blain, Pittsfield, Stevens-Duryea; M. McLair, Greenfield, O., Thomas; D. H. Nolan, Washington, Matheson, and A. A. Anderson, New York, Autocar.

Frederick Ward, of Newark, has returned from a 1,400-mile automobile trip through New England. He drove from Newark to Boston, and thence to Cape Cod. From there he went to Burlington, Vt., and returned by way of Lake Champlain and Saratoga.

Louis Schlesinger, a prominent real estate dealer of Newark, N. J., accompanied by a party of friends, is now enjoying an automobile tour through New England.

SOCIETY

While the brilliance and gayety of the racing season at Saratoga have vanished, the number of arrivals there last week exceeded the departures. The plans for restoring the fame of Saratoga as a water cure which were laid aside during the rush of the racing season have been taken up with renewed vigor and are being energetically pushed. In this connection the fight against the pumping of natural carbonic acid gas, which the spring owners assert has greatly impaired the natural flow of their waters, has been considerably advanced in its progress through the legislature. With this movement under way to secure the safety of the springs themselves, the Saratoga medical society has put itself at the head of a plan to provide a definite and thorough course of treatment in connection with the use of the springs. Two meetings were held last week, one at the Saratoga Baths, at which various alterations and additions to the bath house were suggested, with the idea of adapting it to the lines to be laid down in the "cure," and the other a consultation between the spring owners and the doctors to see what was needed in the way of increased accommodations for those who wished to drink the water at spring itself, a practice at one time universal among Saratoga's visitors, but which has become almost a thing of the past. Included among those going to Saratoga last week from New York, many of whom drove up in their automobiles, were Mr. and Mrs. Edwin H. Wetherbee, Hicks A. Wetherbee, Dr. H. M. Lewis, C. S. Biddle, Mr. and Mrs. J. G. Bosworth, Dr. Joseph J. Sinnott, Charles W. Sinnott, Mr. and Mrs. F. M. Schissler, John D. Shaw, Miss Easdale Shaw, Miss Nancy Fairley, Mr. and Mrs. John D. Shaw, Jr.; Mr. and Mrs. Henry K. Davis.

Another of the cotillions which add very much to the pleasure of the social element of Edgemere, L. I., was held at the club there last week. Among those who attended the cotillion were Miss K. MacGuire and Mr. E. E. I. Martin, Mr. and Mrs. J. W. Grayhurst, Mr. and Mrs. T. D. Green, Miss Hilda Chapman and Mr. Sanderdale, Mr. and Mrs. Edward Henne-
man, Miss Elsie Kennedy and Mr. A. Feeney, Miss Grace Patterson and Mr. C.

J. McKenna, Mr. and Mrs. Clifford Buckman, Miss H. Kennedy and Mr. August Scharnam, Miss M. Kennedy and Mr. George Mitchell, Mrs. H. B. Nicoll and Mr. David Nevins, Miss Reid and Mr. Kulke, Miss McKenna and Mr. Raynor, Miss Regina Patterson and Mr. Stelendorf, Miss White and Mr. McNulty, Miss Albina and Mr. T. B. McSherry, Miss Francis Pasine and Mr. W. E. Paine, Miss Mollie Paine and Mr. R. A. Knickerbocker, Mrs. F. Black and Mr. Joseph Hall, Mrs. Amos Graves and Mr. Rivers and Mr. and Mrs. T. H. Raymond.

This is the favored season of the year for mountain automobile touring, and many motorists consider an annual outing of this kind a very important part of their summer's recreation. Mr. and Mrs. B. Ogden Chisholm, of New York, with the Misses Chisholm, drove up to the White Mountains last week in their Rainier car. Others were Mrs. William Stanley Coe and Mrs. Blanche Bucklin, of New York. Several very smart dinners were given in the European dining room at the Mount Washington, Bretton Woods, last week, among the hosts being R. B. Worrall, of New York; L. A. Hamilton, of New York; W. W. Gurley, of Chicago; C. H. Tenney, of New York, and Mrs. A. A. Cowles, of New York, who gave a large tea, preceded by bridge.

Of the prominent society people at Bar Harbor who are frequently seen on automobile trips in that vicinity are Mrs. Warner M. Leeds, General Edward Morrell, Miss Mathilde Townsend, Miss Annie Thompson, Philip Livingston, A. D. Addison, Frank B. Keech, the Misses Whiting, J. L. Ketterlinus, Mr. and Mrs. Edward Beal McLean, Mr. and Mrs. Warren M. Leeds, Gen. Horace Porter, Mr. and Mrs. Morris K. Jessup, Mr. and Mrs. J. L. Putnam, Mr. and Mrs. Ernesto G. Fabbri and Mr. and Mrs. Thomas Leaming.

Southampton (L. I.) cottagers are evincing considerable interest in the coming marriage of Miss May Sands, the only daughter of Mr. and Mrs. Benjamin Ay-mar Sands, to the Hon. Hugh Melville Howard, of England. The date for the wedding has not been yet set.

C L U B S

The Automobile Club of Cincinnati has entered a suit against the city of Cincinnati, and has been granted a temporary injunction against the city collecting automobile licenses under the new State law. In their suit the club charges "the city ordinance of September 18, 1905, provides for and imposes a tax, and not a license; second, said ordinance is unauthorized by and is in contravention of the statutes of the State of Ohio, more particularly the automobile law; third, said ordinance is unjust and unreasonable; fourth, the passing of said ordinance was an abuse and misuse of the corporate powers of said city; fifth, the execution by said officers of said city of the provisions of said ordinance is and will be an abuse and misuse of the corporate powers of said city; sixth, the execution of the provisions of said ordinance by defendants, by their expenditure of the public funds is and will be a misapplication of the funds of said city; seventh, said ordinance is illegal because of other of its provisions apparent upon inspection thereof." A permanent injunction is asked for and the petitioner prays that the ordinance be held invalid, illegal and unconstitutional. Judge Swing granted a temporary restraining order preventing the enforcement of the ordinance until the case can be heard.

Batavia (N. Y.) motorists recently organized an automobile club.

Some little friction has arisen in the New Jersey Automobile and Motor Club over a proposition to expel E. R. Thomas, who is under arrest as a result of his 120 hp. Hotchkiss car recently causing a smashup at Long Branch, N. J. Paul E. Heller, president of the club, thinks that the next regular meeting of the Board of Trustees on September 14 is time enough to take up the matter, but the other directors insist that immediate action is called for.

Gov. Fort, of New Jersey, has consented to deliver the opening address at the good roads convention to be held in Atlantic City September 25 and 26, under the joint auspices of the Associated Clubs of New Jersey and the New Jersey State Grange. The members of the joint committee

which will have charge of the gathering are George W. F. Gaunt, master of the New Jersey State Grange; Albert Heritage, a member of the Grange Executive Committee; H. A. Bonnell, of the New Jersey Automobile and Motor Club, and H. B. Cook, of the Associated Automobile Clubs of New Jersey. The committee met in Atlantic City recently to arrange the programme for the convention.

It is estimated that the incomes of the constables stationed along the drives between Philadelphia and Atlantic City have been reduced by two-thirds because of the operation of the flag men which the Atlantic City Automobile Club has stationed on the incoming roads.

The annual meeting of the Winconsin State A. A. will be held at the Plankinton House clubroom in Milwaukee on Wednesday, September 9.

New officers have been elected and installed by the Kansas City (Mo.) Automobile Club as follows: President, W. W. Cowen; first vice-president, Elliott H. Jones; second vice-president, W. G. Coube; secretary, W. P. M. Stevens; treasurer, Frank J. Dean. Directors, W. G. Whitcomb, Geo. H. Davis, Dr. E. M. Hetherington, J. W. McKecknie, Frank P. Ewins, D. E. Gudgel. The club is seriously considering a country rest house. The committee has its eye on a piece of property on the Grand View road, at the turn to Hickman's Mills. The lot extends just north from the Hickman's mill road to the Red Ridge road on the south. It is proposed to build a bungalow on the high spot. There is also much talk in the club of a flower parade this fall, and it is proposed to interest the ladies of the city in the plan.

The Automobile Club of Spain has succeeded in inducing the Spanish government to adopt the triptique system, by means of which foreign motorists belonging to recognized automobile clubs will be able to take their cars into the country free of customs duty.

It is the intention of the Automobile Club of Cincinnati to offer a reward for the arrest of anybody who throws glass or anything else that may injure tires into the road or street.

S P O R T S

The Minnesota Automobile Club has arranged its second race meet of the season, to be held on Hamline track, St. Paul, on Saturday, September 5, the first having been held July 15. Following are the scheduled events: 1. One-mile free-for-all time trials; 2. five miles, gasoline stock chassis, 60 hp. and under; 3. five miles, Twin City championship for fully equipped stock cars, Minneapolis and St. Paul clubs each to nominate one car, Twin City championship cup to go to the winning club and a gold watch fob to the winning driver, each entry made subject to the approval by the presidents or the Minneapolis and St. Paul clubs; 4. five miles, free-for-all, best two out of three heats, not more than two cars to compete in a heat; 5. twenty-five miles, gasoline stock chassis, 60 hp. and under; 6. five miles, gasoline cars selling under \$1,250.

Under the auspices of the Wildwood Motor Club there is to be another race meet at Wildwood, N. J., on Labor Day, September 7. Following is the program of events: Event No. 1—Gasoline cars selling under \$2,000; handicap. Event No. 2—Free-for-all. Event No. 3—Handicap; any make, any power, any price; runabouts. Event No. 4—Handicap; touring cars; any make, any power, any price. Event No. 5—Open to gasoline cars built prior to 1905. Event No. 6—Gasoline stock touring cars; any price, any horse power. All cars must carry four passengers besides the driver, each passenger to weight 120 pounds or over. Event No. 7—Time trials; one mile. Event No. 8—Kilometer time trials. All cars entering handicap events must run in the preparatory races, and any car making faster time in the regular races than five second better than that made by them in the trial races shall forfeit all claim to the race. Silver cups and medals are offered for each event, excepting Event No. 7, for which a building lot at Wildwood Crest, worth \$1,000, will be given.

In all probability the forthcoming hill climb of the Automobile Club of Hartford will be held on Avon Mountain. Friday afternoon of last week H. P. Maxim, W. C. Russell and C. H. Gillette, of the Contest Committee, conducted an inspection

of the course and were satisfied that it would meet all demands. It measures about a mile and one-eighth and is a succession of short, flat stretches and sharp rises. It abounds with turns, one of which is decidedly sharp and overlooks a 40-foot ravine. There is abundant opportunity for a good flying start on a quarter-mile straightaway. October 17 has been selected as the probable date.

Jean Barrett, in a 40 hp. 4-cylinder Studebaker car, ran from Vancouver, B. C., to Seattle, Wash., over very rough mountainous roads in 11 hours 44 minutes, the distance being 228 miles and the best previous time 14 hours 20 minutes.

The Kansas City (Mo.) Automobile Club is considering a run, known as the Star Endurance Tour, to be held some time during the fall. It is suggested that the tour be of eight or nine days' duration, beginning so as to take in on daily runs Emporia, Wichita, Dodge City or Garden City, Kan., Pueblo, Colo., and arrive at Denver on a Saturday, where a stop of a day—possibly two days—be made for sight-seeing and other entertainment, and returning via Colby and Salina, Kan. It is the present purpose of the committee, so far as possible, to eliminate as many professional features as they can from the tour and while making it a practicable test for the cars, have the daily runs of a comfortable length and to provide, through local committees, some form of entertainment each night.

Because of difficulties with the authorities it has been decided to abandon the Mont Cenis hill climb this year.

Plans are being formulated by the Indianapolis Automobile Trade Association for a two-days' reliability run, to be held October 1 and 2. The route will be 260 miles long, going via Columbus, Seymour and Mitchell to French Lick and returning by way of Bedford, Bloomington and Martinsville. G. A. Weidley, W. G. Wall and Howard Marmon have been appointed a technical committee to draft rules.

A reliability trial of carrier motorcycles, light delivery vans, motor-cabs and hotel 'buses is to be conducted by L'Auto of Paris some time early in October. The event will last about a week.

HIGHWAYS

For the purpose of determining the needs of Mercer County, N. J., in the way of State funds for road improvements and repairs, State Road Commissioner Frederick Gilkyson recently conferred with the Road Committee of the Board of Freeholders. A tour of roads needing repairs was made in automobiles and in the inspecting party with Commissioner Gilkyson were: State Road Supervisor R. A. Meeker, County Road Supervisor Daniel Klockner, County Engineer Frank J. Eppele, Freeholders Joseph Stevens, of the Fourteenth Ward; Ammi R. Schenck, of Princeton Borough; William S. Hendrickson, of Lawrence; Mason R. Ege, of Hopewell; Enoch R. Post, of West Windsor, and William S. Keighn, of the Fifth Ward, and Joseph Harrison, of Hopewell, clerk of the Board. The party found that repairs are most needed on the White House road, a few stretches in Hamilton Township, parts of roads near Manalapan and in other sections. These places will be repaired forthwith and about \$8,000 will be received by the county from the State for the work. The aid money received last year was about \$6,000. Supervisor of Roads Meeker urged a wider spread of stone in road repairing and said it was a waste of money to put on a top dressing without thoroughly wetting and rolling it. It was announced that the Mercer County Automobile Club would give two carloads of oil, enough to apply to two miles of road, for the purpose of experimenting with it as a preventative for dust, and a general benefit to the road. The party traveled over the road to Princeton, where Freeholder Schenck was host at a luncheon at the Nassau Club. All were pleased with the almost perfect condition of the roads about Princeton, including the long stretch now being completed on the New Brunswick Pike.

The Rhode Island Automobile Club is actively engaged just at present in marking with large, plain signs, the dangerous turns and grades all over the State. Last week the town council of Barrington voted permission to the club to place danger signs at any place in the town where the club may elect, and further suggested that signs be placed at the "White Church, Peck's

Corner," "Bates Corner," "Maxfield's Corner" and "Barnes Corner," as well as on the main State road from Providence to Warren. It is planned by the club to place signs at some of the places suggested, and many others as well considered dangerous. A letter, asking Rhode Island motorists to respect the laws of Connecticut when driving over the roads of that State, was received by the Rhode Island Automobile Club last week and is now posted on the bulletin board. The letter makes the plea that the Connecticut law is a lenient one, but states that if it is not respected by motorists a succeeding legislature may pass a strict one, shutting off the many privileges enjoyed in the Nutmeg State.

If present plans carry out, that section of Utah extending from Ogden to Provo will possess one of the finest roads in the State. The Salt Lake Automobile Club is behind the movement, several meetings having been held lately to boost the work along. Already men have been placed at work on the roads through Salt Lake City and Street Supervisor Raleigh and Mayor Bransford have the matter well in hand. Members of the club are enthusiastic over the manner in which the people have taken hold of the movement and the strong sentiment which has been aroused. With the movement fairly started among the people of Davis, Weber, Salt Lake and Utah counties and the citizens already putting forth their energies to build up a fine set of highways as a connecting link between the different cities, it is hoped that it will not be long before permanent improvements will have been made to the main thoroughfares, and attention may be given to the highways leading off from the main road.

The Milwaukee common council's committee on streets and alleys has reported favorably on the use of the dust-laying preparation used with great success in Evanston, Ill. A junket to Evanston proved this to the satisfaction of the committee. All Milwaukee streets will now be repaired.

Some experiments are being made in Munich with a new dust-preventing preparation known as "Epphygrit."

Worcester Has an Automobile Dog Catcher

New York has two motor vehicles fitted up for its dog-catchers, as told in these columns several months ago. The second municipality to make use of this method of quickly gathering in stray canines is Worcester, Mass.

He says there is nothing like the automobile for scooting around the county investigating and settling claims for damages.

Worcester people no longer live in fear of mad dogs, for there is only a



OFFICER MOWER AND HIS RIG

That busy town has a dog-catcher who goes his rounds in an automobile. Business was so good this summer that he couldn't cover the ground in the ordinary way, so officer Mower invested in the automobile shown herewith.

telephone call to be made to Mower, who hustles to the scene in his automobile, accompanied by his trusty gun and bottle of cyanide of potassium, and it's all over but the shouting with his dogship.

Toured from Washington to Mexico

After having traversed the entire State of California, and from Tacoma, Wash., to Taijuana, Mexico, two automobiles arrived in San Francisco recently on their way home. H. N. White and family, of Tacoma, and H. McCor-

mick, wife and daughter, of the same city, together with Ivan McCormick, of Pittsburg, and Mrs. Denning, of West Virginia, in a Thomas-Detroit, were the happy tourists.

The tour has been one of the kind

that many dream about, but few realize. Pitching their tents where they willed, camping and fishing and touring, the party has progressed from point to point, without fatigue and with none of the trouble that is supposed to accompany a trip of this kind.

"A stretch of sand between Merced and Modesto," said Mr. McCormick, "on our return from the South, proved to be the meanest going, and between Delta and Trinity River, in northern California we found the longest hill, a

steady pull of twelve miles. The latter, by the way, was a toll road that the keeper had jollied us into taking, and which we afterwards found was as studiously avoided by automobiles as a plank full of spikes. We made the grade, however, without difficulty, much to the surprise of the teamsters along the route. We had hoped to find grand roads in southern California, and there were some at that, but one has to traverse miles of bad ones to find a stretch that would stand fast driving."

Curbing the Road Hog

The Royal Automobile Club announces that it is at the present time establishing machinery which it is hoped will have the effect of permanently curbing the road hog, says the *Autocar* of London. The matter has been under discussion for some time, and we can only regret that the club has not made arrangements to deal with it sooner.

As things stand a small minority of inconsiderate persons who own motor cars are jeopardizing the whole motor movement, and, with the exception of the Scottish A. C., the motoring organizations are doing nothing whatever to impress Parliament or the local authorities with the fact that they are strenuously endeavoring to prevent reckless and inconsiderate driving. As we said not long since, there is no doubt whatever that if we do not reform ourselves from within the work will be undertaken by Parliament, and then the innocent majority will suffer for the guilty minority. The duty of the motoring organizations is to adopt the strongest of strong measures to eliminate the road hog from their midst.

Hitherto the matter has not been approached whole-heartedly. The reasons for this are many. In the first place,

there is the natural objection of one motorist to spy upon another, but the great cause of inactivity has been the police trap on the open road. As matters stand the man who drives with the greatest consideration is too often treated like the worst road hog if he exceeds the legal limit by a few miles an hour on an open stretch of deserted highway, and it has been the injustice of the police and magisterial methods which have banded motorists together and to some extent put the considerate and the inconsiderate in one camp. While this is so, it is idle to ignore facts. Day after day notoriety seekers and other weak-minded products of modern civilization ask nonsensical questions in Parliament. All sorts of mad suggestions are made there and in the daily papers. A universal ten-mile limit, non-registration of cars which can by any possibility exceed twenty miles an hour, automatic sprags which shall stop a car the moment it exceeds twenty miles an hour, and all sorts of other puerile suggestions have been made by the hundred.

No thinking person regards any one of these silly suggestions seriously, but it is necessary to remember that every one of them is accompanied by one or

more mis-statements, so that there are thousands, nay, millions, of ignorant people more or less misled by the questions asked in Parliament and the gross inaccuracies and exaggerations written by correspondents in the papers. Every year at about this time there is an outcry against the motor car, but there is no question that this year it is more bitter and more widespread than it has been before. We do not assume for an instant that if the reckless and inconsiderate driver were abolished to-

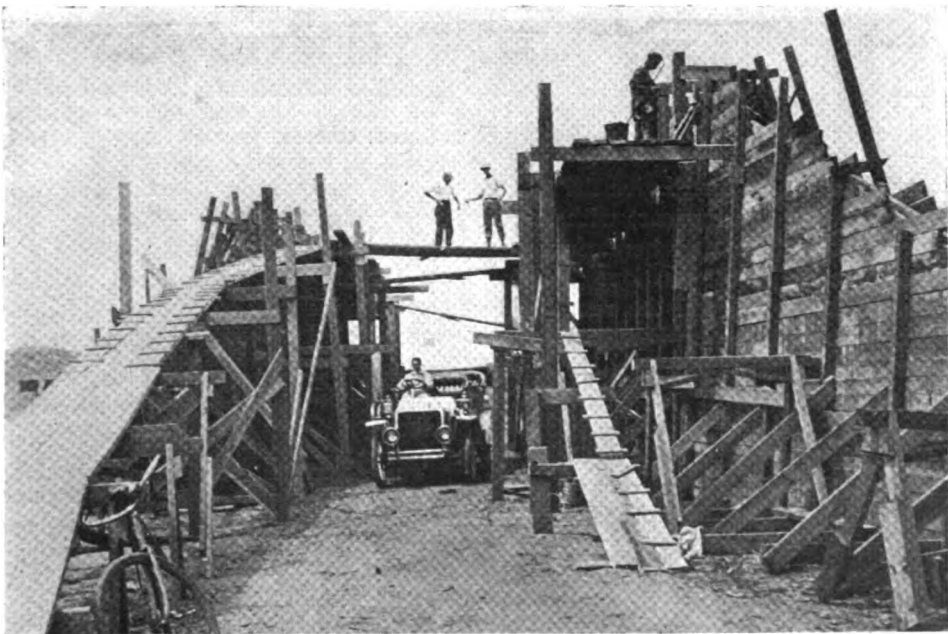
morrow that prejudice would die. Nothing would satisfy prejudice except the abolition of the motor car. In the first place, there are thousands who cannot forgive it for being the fastest thing on the road, and there are many more who regard it intolerantly because of the dust which it stirs up but does not make. It is quite useless for motorists to attempt to please all men, but we should at least do all that lies within us to render ourselves as far as possible above reproach.

Automobile Stages Come to Stay

That the automobile has come to stay on the stage line is a settled question on the Lakeport-Pieta run. Blythe H. Henderson, of San Francisco, recently returned from Lake County, Cal., where he is interested in a company running machines over the road where the four-horse stage used to wend its weary way.

"Our Thomas makes two or three

trips a day, according to the travel," said Mr. Henderson. "The first trip starts at 4 a. m. from Lakeport and reaches Pieta station at 6-15. Then we make one or two more later in the afternoon. The company is delighted with the showing of this machine and plan to increase the service for next year."



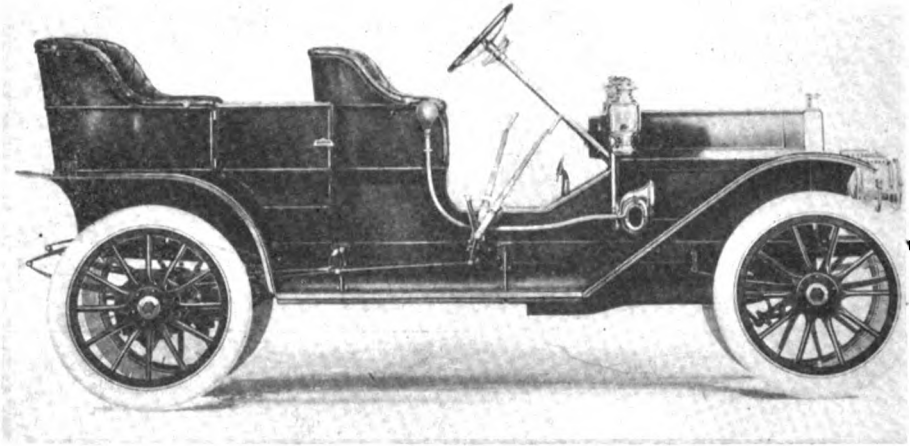
ON THE LONG ISLAND SPEEDWAY—CONSTRUCTING ONE OF THE CEMENT BRIDGES

The New E-M-F. "30" Car

What its makers believe to be an epoch-making car has been designed and will be placed on the 1909 market in enormous quantities by the Everitt-Metzger-Flanders Company, the concern which was formed a few months ago by the consolidation of the Northern Motor Car Company and the Wayne Automobile Company. The car represents an intelligent and well

length over all, without top, 12 feet. All cars are fitted with universal quick detachable rims—taking any make of clincher or Dunlap tire. The standard tire equipment will be Morgan & Wright clincher.

Four types of body are supplied on the same chassis as follows: (1) 5-passenger tonneau touring car—straight line body with wide doors and ample



E-M-F. "30" TOURING CAR

worked out endeavor to give the public a comfortable touring car, with ample power, at a price that heretofore has been quite out of the question. The car is listed at \$1,200, and the remarkable character of the offering will be seen when it is stated that it is a 4-cylinder car of 30 hp., with 3-speed selective sliding gear transmission incorporated in the rear axle. The drive is direct by universal jointed propeller shaft, and a magneto is included in the regular equipment without charge. Other details are: Wheel base, 106 inches; tread, standard, 56½ inches; tires, 32 x 3½ inches; length front seat to dash, 26 inches; length of hood, 33 inches;

leg room, both in tonneau and front seats; (2) runabout—standard type; (3) roadster, with either single or double rumble seat, as ordered; (4) "A Demi-Tonneau"—an E.-M.-F. innovation. This is a classy 4-passenger car; tonneau detachable, leaving room for trunks and other touring paraphernalia.

The 4-cylinder, verticle, 4-cycle motor has the cylinders cast in pairs with water jackets integral. Water space between cylinders, ensuring uniform expansion and contraction. Valves all one side. Mechanically operated. Interchangeable.

Cylinders. Bore 4 inches. Stroke, 4½ inches. Compression—moderate.

Crank Case. Cast from highest grade

aluminum. Hand hole covers, stamped steel. Instead of the usual cast aluminum arms for supporting motor in frame the E.-M.-F. motor is carried on pressed steel members in "U" section—no heavier—three times as strong—more flexible and absolutely safe.

Valves. Are extra large— $2\frac{1}{8}$ inches—made from special steel, drop forged. Stems and seats ground. Valve guides machined and pressed into place instead



MOTOR CRANK SHAFT AND CAM SHAFT

of being cast integral with cylinders—easily replaced when worn.

Valve Ports. Inlet and exhaust passages very large and unobstructed—eliminating all chance of eddy-currents, ensuring maximum power efficiency and perfect cooling qualities.

Valve Operation. Single cam-shaft made from high grade steel, drop forged with all cams integral. After milling, cam-shaft is case hardened, and all cam surfaces as well as bearings are ground to micrometrical accuracy—guarantees silent running and consistent performance at all times.

Crank Shaft. Is off-set $\frac{3}{4}$ inch from center line of cylinders—still another increase in power efficiency with minimum of wear on cylinder walls and pistons. Crank shaft, drop forged from special steel. Three main bearings—all large and extra long. All bearing surfaces ground. Flange, forged integral on crankshaft carries fly-wheel—ground to ensure perfect center. Fly-wheel is also given a running balance at maximum motor speed to ensure accuracy and absence of vibration.

Crank-Shaft Bearings. Special babbit ("White metal" alloy) in accordance with best modern practice. Cam-shaft bearings, phosphor-bronze.

Connecting Rods. Drop forged steel. I-beam cross section. Crank-pin bearing equal length each side of center—not off-set. Piston pin bearings, phosphor-bronze. Wrist pin bearings, marine type—not hinged. Lined with die-cast babbit. Shims provided for adjustment, which is easily made through large hand holes in bottom of crank case.

Pistons. Extra long—5 inches—ensuring good compression and long life. Each piston ground, fitted with four rings, and each set is weighed to ensure perfect balance of reciprocating parts—a talking-point with some makers—a matter of course with us.

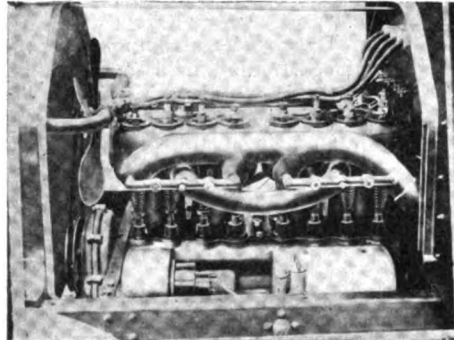
Piston Rings. Eccentric type; ground on periphery-face to conform to exact bore of cylinder; also on both sides.

Piston Pin. Special case-hardened steel ground; drilled hollow to ensure perfect lubrication. Pistons, connecting rods, crank-shafts and all reciprocating parts are mechanically balanced to eliminate vibration.

Lubrication. Splash—automatic, vacuum feed—reliable and economical. Oil reservoir cast integral with aluminum crank case.

Cotter pins, lock-nuts, keys and taper pins are used at every point to guard against any part getting loose.

Oil Cups. Are provided for every joint that may at any time require lubrication—



SIDE VIEW OF MOTOR, SHOWING VALVES AND MAGNETO

steering knuckles, spring connections, operating shafts, etc., etc.

Ignition. Double system, consisting of (a) magneto, (b) quadruple coil, commutator and battery. The magneto is not an extra or "special equipment." It is as much a part of the E.-M.-F. motor as the valves, and is included in the list price of the car. Nor is it attached to a bracket on the outside with the gears running in the open. It is a part of the design, gears and all moving parts enclosed in oil-tight, dust and water-proof case.

Spark Coil. Quadruple vibrator coil. Enclosed in handsome mahogany box on

dash. No exposed wires—high tension cables connection through back of coil box under hood—absolutely water proof.

Commutator. Improved Lacoste type, mounted on vertical shaft driven by bevel gears from cam-shaft.

Engine Gears. Cam-shaft and magneto gears all enclosed and separated from crank chamber. Gears lubricated by non-fluid grease—not cylinder oil.

Cooling. Is by thermo-syphon principle—no pump. Belt driven, stamped steel fan mounted on engine—not attached to radiator. Eccentric belt adjustment.



E-M-F. FRONT AXLE

Carburetter. Type, Improved simple float feed, single jet—our own design. Adjustable from driver's seat. Very flexible and economical. Carburetter is located on driver's side of motor, away from hot exhaust pipes and other parts—readily accessible.

Clutch. Improved expanding-ring type. Leather faced. Contained in fly-wheel. Oil groove in fly-wheel with holes drilled for escape of oil obviates all liability of clutch slipping from this cause. Takes hold gently—and holds when engaged. Tension adjustment accessible and easy.

Transmission. Type—Selective sliding gear. Gear case integral with differential housing in rear axle—"the unit power transmission system" so generally approved by engineers of late. Gears made from E.-M.-F. formula special steel. Accurately cut and oil treated. Instead of squared shaft for sliding gears, round shaft with four keys integral has been adopted—key-ways milled, case hardened and ground. Gear centers also ground to ensure perfect alignment on shaft and silent running—details of construction heretofore known only to the highest priced cars.

Speeds. Three forward and reverse—direct on third.

Gear Ratio. Standard, $3\frac{1}{4}$ to 1; special, 3 to 1 and 4 to 1. Speed of car, 50 miles an hour, down to 4. on high.

Drive. Direct through universal jointed propeller shaft to bevel gear on differential. Two universal joints. Gears extra large, accurately cut and made from special alloy steel.

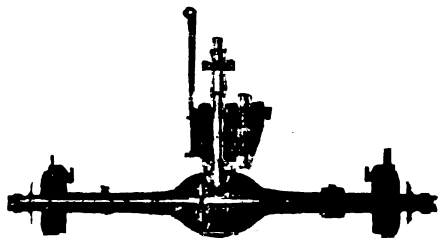
Differential. Bevel gear type—four pinions—another feature heretofore considered too expensive for any but high priced cars.

Rear axle. Type—Live, semi-floating. E.-M.-F. exclusive design. Right and left housing sections drawn from sheet steel and heat treated, giving extra strength. Fitted with truss rods. Roller bearings in hardened and ground removable sleeves carry load. Differential thrust bearings, babbitt between ground steel washers. No balls to split—no adjustment to get out of order. Made right to stay right.

All gears—transmission and differential—as well as all shifting mechanism, are immersed in an oil bath. And the transmission-axle case as well as motor crank-case are absolutely oil tight—no mucking of floor boards or dripping on pavements. Provision is made to prevent the oil working out at the axle ends when the car is left standing on an incline.

Front Axle. I-beam type. Drop forged in one piece—not welded in center. Heat treated. Spring perches forged integral. Liberal safety factor. Spindles off-set back of yokeposts—scientifically correct—affords easy steering, with tendency to go in straight line. Steering knuckles and all connections drop forged from steel—no castings. Two-point ball bearings in hubs and all joints bronze bushed.

Steering Gear. Irreversible, worm and sector made from special steel case hardened. All bearing surfaces ground. Con-

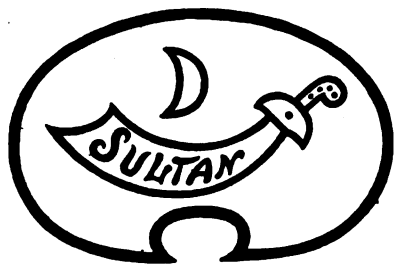


E-M-F. REAR AXLE AND TRANSMISSION

nection from steering arm, at right, to left knuckle arm, obviates all tendency to "crankiness" on rough roads.

Control. Gear-shift lever at right of driver. Throttle and spark levers on left side of steering post, below wheel—operated by fingers of left hand without releasing grasp on wheel. Auxiliary foot accelerator. Clutch operated by left foot, service brake by right foot. Emergency brake by hand lever on right—ratchet lock.

Automobile Topics Tour



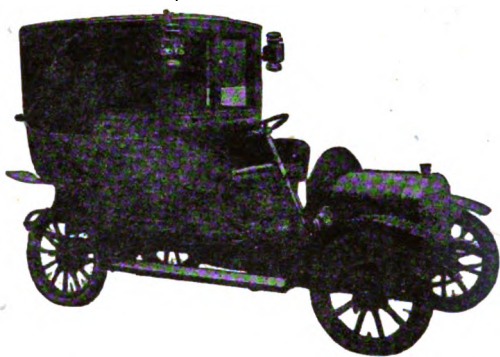
Sultan Taxicabs and Town Cars

(Licences of Lethimonnier & Co., Paris)

4 cylinders. 12 h. p. \$3,000
Wheelbase, 98 1-2".

Sultan 5-Passenger Touring Cars

4 cylinders. 24-32 h. p. \$4,000
Wheelbase 116 1-4".



SULTAN MOTOR COMPANY

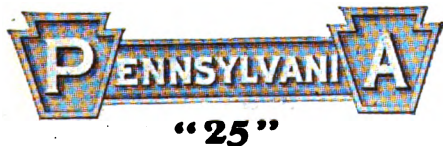
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"Pennsylvania 50"

we have ready a



"25"

embodying the same high-grade materials and careful construction as the "50." This car will not be made by thousands, but each car will be a mechanical masterpiece.

The performance of the "25" will be quite equal to the "50."

Pennsylvania Auto-Motor Co.
BRYN MAWR, PENNSYLVANIA

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*The Car of High Society
in Europe and America*

No car to compare with for Finish and Style. —:— Elegant in Appointments and Exclusive in Design

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Mention "Automobile Topics" when writing.

Loose Sheets of This and Previous Sections May be Obtained by Remitting Ten Cents for Each

1908 A. A. A. TOUR

SEVENTH SECTION, POLAND SPRINGS, ME. TO BETHLEHEM, N. H.

Maine roads are not the best to be found and this section of the tour leaves much to be desired in this particular. The road material is largely sand, clay and loam, while plenty of hill work will be encountered, especially when approaching the White Mountains. The climb over these is avoided, however, so that no very great difficulties are encountered. The details follow:

Leaving Summit Springs House, Poland, curve left; at fork bear right; at next fork bear left, and on through Poland Corner. At crossroad T. R.; at fork keep left; at crossroad T. L., and on through Hacketts Mills; fork at once, bear right with trolley through Minot; left curve with trolley; at fork keep left with trolley; along on High St.; at end of street T. R. on Court St and, on through Auburn into **Lewiston** (12.5 miles).

T. R. into Sabbathus St.; T. L. on to College St., and then through Greene. At fork bear right; at five corners bear left; at next fork keep right through Keene Corners. At end of road T. L.; ahead through North Monmouth. At fork keep right; T. L. over railroad crossing at Winthrop Station, and at fork bear right into

Winthrop (32.7 miles).

At fork bear left through East Winthrop and Manchester. At fork bear left; at next fork left; at next fork right; at end of road T. L. into

Augusta (43.1 miles).

Follow trolley on Water St.; turn right on to Bridge St.; at crossroad top of hill T. L.; at fork keep left to Waterville, and ahead through Riverside, Vassalboro and Winslow into

Waterville (62.9 miles).

Over railroad and at fork bear left, and ahead through Fairfield Centre. At fork bear left; at crossroad turn left, and on through Larano. At first fork bear left; at next fork right; on through Norridge-wock. At fork bear left; at next fork bear left, and at next fork bear right; at next fork go right, through East Mercer, into **Mercer** (84.8 miles).

At fork bear right, and at end of road take left fork; at next fork go right; at crossroad T. R., through New Sharon and Farmington Falls. At fork bear right; along on High St.; T. L. on Broadway, and at crossroad T. R. on Main St. into **Farmington** (100.4 miles).

At fork bear left, and at next fork bear left through Fairbanks. At next fork bear left, and at end of road go right. At next fork go right; at Suspension Bridge go left; at fork bear right into **Phillips** (118.7 miles).

At fork bear left; pass fork on left, and at next fork bear right; at end of road go left and on through Madrid. At fork bear right; at next fork keep right into **Rangeley** (141.7 miles).

At end of street T. R.; at fork bear right, and on through Madrid. At end of road T. R., and along up grade; at fork bear right; at end of road T. R., and at fork bear right at crossroad; T. R. into **Weld** (175.1 miles).

At end of street T. L.; T. R. with wires; at end of road T. L.; at end of road T. R. through Dixfield. Ahead through Mexico. Curve left and cross red iron bridge over Swift River; end of road T. L.; at end of this road T. R., and at end of next road T. R. into

Rumford Falls (193.7 miles).

At end of road just beyond T. L., and at fork go left and on through Rumford Centre. At fork bear left, and at next fork go left and on through Rumford Point. At first fork bear left and at next fork right into

Hanover (204.9 miles).

At fork bear left; at end of road T. L. through Newry. At end of road T. L.; at end of next road T. L. through North Bethel. At end of road T. R.; at fork bear left, and ahead into **Shelburne** (231.4 miles).

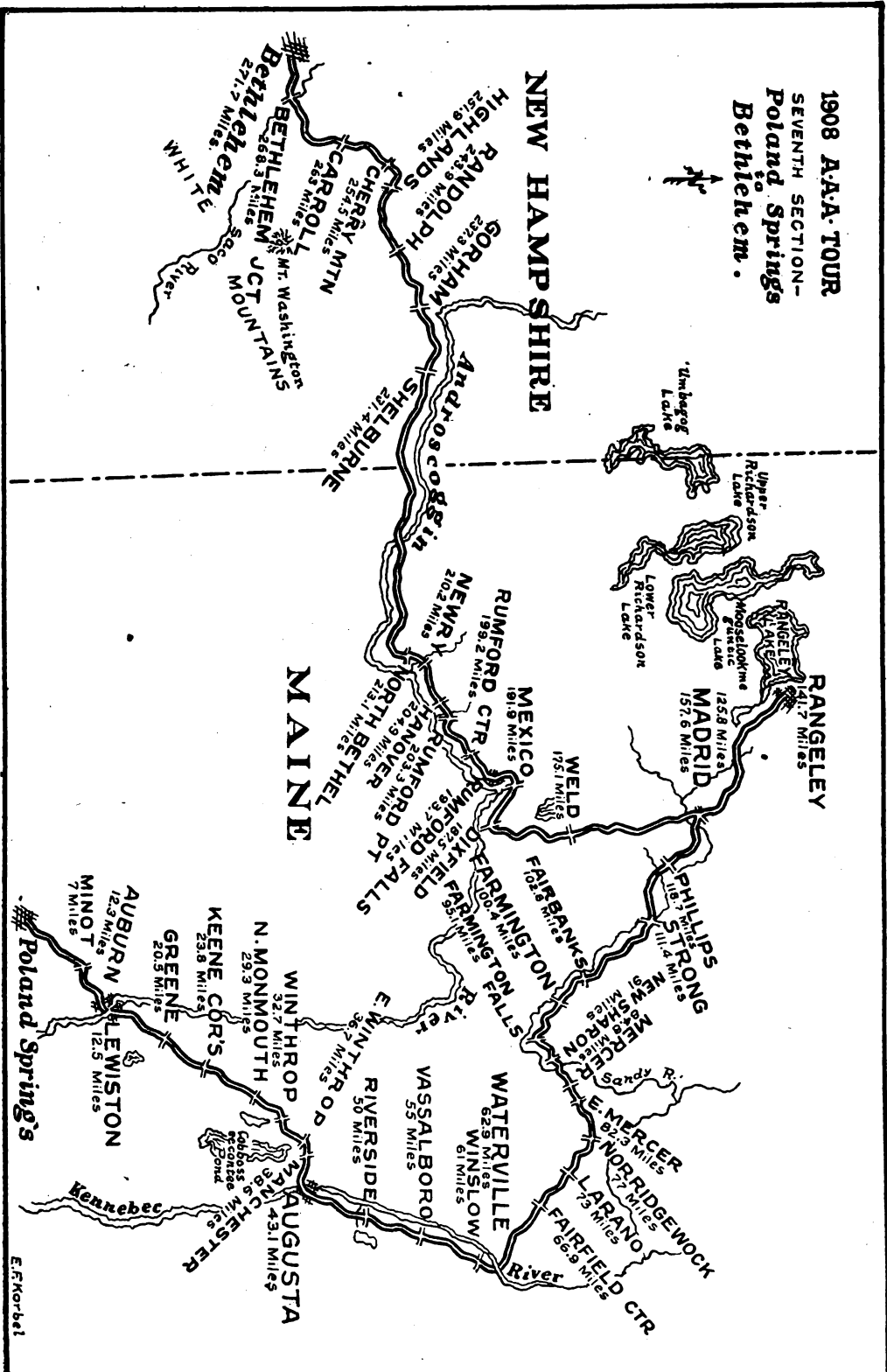
Ahead through Gorham. At fork go right; at next fork bear left; at fork bear left; at fork bear left into **Randolph** (243.9 miles).

At fork bear left, and on through Highlands. At crossroad T. L. into **Cherry Mountain** (254.5 miles).

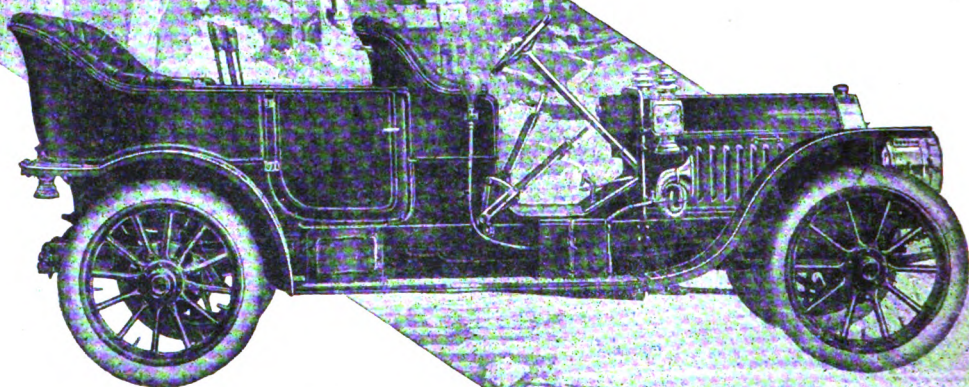
At fork bear right through Carroll. T. R. around Mountain House, and on through Bethlehem Junction. At crossroad T. L. over red iron bridge into **Bethlehem** (271.7 miles). (Sinclair Hotel).

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CHATEAU DES BEAUX-ARTS
 On Huntington Bay, L. I.
 An Ideal Rendezvous for Automobilists and Yachtsmen



Peerless



1909 PEERLESS CARS

Model 19 Four Cylinder Thirty Horse-Power
Touring Car Price, \$4,300

Model 25 Six Cylinder Fifty Horse-Power Touring
Car Price, \$6,000

PEEERLESS cars will be manufactured in two models during the 1909 season. These cars are similar to the corresponding 1908 models. The improvements and slight changes may be regarded as the expected results of experience combined with a constant effort to keep the Peerless ahead of its class.

The high state of perfection reached represents the steady progress of many years and demonstrates that each new model, though improved and better, is not revolutionary in type nor essentially different from its predecessors.

The new models are now offered for early fall delivery.

*Write for new Booklet E describing
the new features on the 1909 Models*

The Peerless Motor Car Company

2463 East Ninety-third Street

Cleveland, Ohio

Mention "Automobile Topics" when writing.

Wheels. Artillery type. Large spokes—12. Spokes and felloes first grade second growth hickory.

Tires. Highest grade, standard make. Universal quick-detachable rims. 32 x 3½ inches on all wheels.

Brakes. Four—all acting on rear hubs—none on transmission. Service brake, contracting steel bands, camel-hair lined, acting on pressed steel drums integral with rear hubs. Emergency brakes, internal expanding rings in same drum—metal-to-metal. Both sets double acting. Grip on drum is intensified by motion of car after brakes have been applied. Service brakes being on outside renders adjustment easy. Pressed steel disc closes drum making it dust proof.

Springs. Front, semi-elliptic. Rear, full elliptic. Extra wide for this weight of car—2 inches. Driving thrusts and braking strains taken by two radius rods—not by springs.

Frame. Pressed steel—U-section. Side

members straight—weakened neither by off-setting nor dropping.

Muffler. E.-M.-F. design, silent. Silences by radiation—not by obstruction. Absolutely no back-pressure.

Fenders. Enameled steel in the newest style, most approved enclosed-full-length-of-the-car type.

Materials. Cylinders made from special formula highest grade, fine grain, gray iron. Intake pipe, brass. Exhaust pipe, gray iron. Crank case, aluminum. Frame, gears, springs, axles and driving shafts all made from special steel—each from an alloy best suited to its peculiar service, and all from E.-M.-F. formula. Operating levers, spring supports, spring clips, shackles, brackets rod-ends, etc., steel, heat treated. All smaller parts, not drop forged, are pressed or stamped steel—no malleable castings enter into the construction of the car—maximum strength with minimum weight, and absolute assurance of the safety factor desired.

Chalmers "30" Does 200 Miles Daily

A Chalmers-Detroit "30" car which is making a run of 200 miles a day for 100 days, has completed the first two weeks of its strenuous tests. Four trips a day is the regular program for the "Pontiac Car," as it is called by the people of Detroit. The car starts each morning at 5 o'clock from the Pontchartrain Hotel, running out to Pontiac, 26 miles and returning in time for breakfast. Even for this early trip there are generally three or four pas-

sengers. The second trip is made at 8.30 o'clock. Two afternoon trips are made, the first at 12 o'clock and the last trip at 4 o'clock p. m.

The success of the "double daily century run" is exciting much interest in Detroit, and bets are being made as to whether the car will keep it up. So far not the slightest trouble has developed, and the Chalmers people are confident that the "30" will successfully complete its 20,000 miles.

The Bennett Cup Balloon Race

The following are names of the pilots who have been selected by the different countries belonging to the Federation Aeronautique International to meet at Berlin in order to compete for the Bennett Cup in the great balloon distance race to take place October 11.

America, F. P. Lahm, MacCoy and Forbes; Belgium, Leon de Brouckere and

Demoor; England, C. S. Rolls, Huntington and Dunville; France, Emile Carton, Faure and Leblanc; Italy, Prince Scipio Borghese, Uselli and Frassinetti; Switzerland, De Beaclair.

It may be recalled that the prize, offered by James Gordon Bennett, is a cup valued at \$2,500, and that the victorious nation will become holder of it for one year.

Plotting a Route for Toledo Run

The route which will be covered by the Toledo Automobile Club in its Toledo-Columbus-Cleveland-Toledo reliability run was mapped out last week by a party of pathfinders in a White steamer. The car reached Toledo on Saturday last after four days of pretty tough going, tire troubles having retarded progress and caused the loss of

Vernon, Wooster, Canton, Akron and into Columbus, 195 miles. The third day they will go through Elyria, Norwalk, Sandusky, Clyde, Fremont, Tiffin, Fostoria and Toledo, about 180 miles.

The entire route is over magnificent roads, most of them picked and smooth as glass. The second day's run, be-



THE FIRST SIGHT OF AN AUTOMOBILE

an entire day. In the car were R. K. Davis, of Detroit, who is to referee the run; Howard L. Spohn, automobile editor of the *Toledo Times*, and C. A. Baldwin, of Toledo.

The first day's run is from Toledo through Findlay, Marion, Kenton, Marysville and into Columbus—a trip of about 190 miles. The second day the contestants will go through Mt.

tween Mt. Vernon and Wooster, will be the hardest.

One fact that adds to the value of the run as a publicity feature is the fact that it reaches nine county seats in which county fairs will be held at the time that the run goes through. Many of those interested in these fairs have said they will advertise the run as a special attraction to get the people into

Has Offer of \$200,000 for Waverly Plant

The Waverly plant of the Pope Manufacturing Company located at Indianapolis, Ind., will probably be sold to interests headed by Herbert H. Rice and Wilbur C. Johnson. An offer has been made to purchase "all the assets pertaining to the business of said plant, including all of the property, real and personal, business, good will, patents, trade and copyright names, contracts, orders and deposits on same, claims and accounts receivable, choses in action, rights, office records, credits and effects excepting cash on hand, all as of June 30, 1908. The amount of cash in bank on June 30, as reported by the receivers was \$106,420.71.

This offer is subject to the approval of the Court of Chancery. Messrs. Rice and Johnson have deposited the sum of \$5,000 on account of their offer,

the amount to be returned to them in the event of said plant not being sold to them, to be retained as part of the purchase price should they become the purchasers, and to be forfeited in the event of their failing to make good their offer.

The offer made by Messrs. Rice and Johnson for this plant is the best offer that has ever been made to the receivers for it, and the receivers have presented to the Court of Chancery of New Jersey a petition for instructions as to whether or not they shall accept or decline this offer.

Tuesday, September 8, at 10 A. M., has been fixed as the time, and the Chancery Chambers, 763 Broad Street, Newark, New Jersey, as the place for the hearing on the above stated petition.

Organizes as the Gramm-Logan Motor Car Co.

Under the name of the Gramm-Logan Motor Car Co., interests formerly connected with the Logan Construction Company have organized and selected Bowling Green, O., as the location for their factory. Bowling Green is just south of Toledo, where the new concern will have splendid shipping facilities, with the same freight rates as out of Toledo, and are also able to use the lakes for freighting to the northwest.

B. A. Gramm, who has long been identified with the commercial car industry, is vice-president; Fred Bisantz is superintendent and J. B. Wilson, a man of great business experience, is president. A large modern plant, located at just the edge of the city, has been completed, the buildings being of brick, one story, so designed and arranged as to be fitted in every way possible for the commercial truck industry.

Must Deposit Securities by September 8

The committee of reorganization of the Pope Manufacturing Company has designated Sept. 8 as the date on or before which stockholders of first and second preferred stock must deposit their stock with the Central Trust

Company of New York. Participation under the plan of reorganization in any respect whatever is wholly dependent on the deposit of securities with the Central Trust Company of New York.

The Penalty of Fame

"It must be very fine to so predominate in your field of manufacturing that when anybody thinks of a 'steam car' they think of the White," said a prominent gasolene car manufacturer a few days ago to Windsor T. White, president of the White Company.

"It is a fine thing, and yet there are times when we wish that the public would keep in mind that there are other makes of steam cars," was the reply. "As you well know, in the early days of the industry, a lot of steam automobiles with ordinary boilers were built by incompetent people. Most of these cars, of, course, went to the scrap-heap long ago. But every once in a while some one digs up one of these obsolete steamers and fixes it so that it will run.

Sooner or later—generally sooner—something happens to this 'steam automobile,' and we are more than likely to get the discredit for it.

"For example, about two weeks ago an old Geneva steamer blew up near Painsville, O., with disastrous results. The published reports of the accident spoke of a 'steam machine blowing up,' and some people who do not know our car and who, therefore, do not realize that such a thing is an absolute impossibility with the White, thought that one of our machines was involved. If these people had given any thought to the old crude steam cars, they would undoubtedly have placed the blame where it belongs instead of associating it with the White."

Many Miles for Small Upkeep Charge

"One dollar upkeep for 4,343 miles," "A record of service without parallel," are the title and sub-title respectively of a booklet just published by the Winton Motor Carriage Co. The figures refer to the chauffeurs' competition which the Winton company conducted, giving the particulars of the distribution of \$2,500 to the competitors.

The certified reports of 10 Winton Sixes that ran 65,687.4 miles on an upkeep expense of \$15.12 are given in

tabular form. The decision of the judges, who awarded the first prize to Frank Schneider, of New York, follows, with fac similies of the judges' signatures, fac similies of the blank required to be made out monthly and of the driver's name and owner's affidavit are also reproduced.

The records of the car driven by Schneider, which is owned by Milton Schnaier, of New York, together with that of the other 9 prize winners, are given in detail.

Sales Manager for Stanley & Patterson

So enormously has the business of Stanley & Patterson, New York, makers of the Patterson wireless dry-battery holder, increased, that it has become necessary to appoint a sales manager to look after this department of the concern. The man chosen for this responsible position is F. D. Stidham, who is well known in the trade.

He has been made manager of sales for the automobile and motor-boat trade of the above concern, and will devote his entire time to his new work.

The Long Island Automobile Club has discontinued the secretary's office which it maintained at 29 W. 42nd Street, New York.

Gyroscopes for Light Car Race

The first entry for the Light Car race at Savannah, which the Automobile Club of America has announced for the day before Thanksgiving Day, was made Wednesday by A. L. Kull, general manager, of two Gyroscope cars. Although entry blanks had not been issued, Kull forwarded the entries with a check as deposit and the request that the cars be numbered, if possible, "1" and "2."

The cars sent to Savannah will be stock cars and will be a part of the first regular models turned out by the Blomstrom factory at Detroit.

E. V. Creditors Got Extension of Time

Some of the creditors of the Electric Vehicle Company failed to file their claims within the time limit, and for their benefit the receivers gave a time extension, as a result of which claims aggregating \$21,632.52 have been filed. Of these the receivers admit but \$18,031.83 as being due the creditors.

Hartford Show in a Skating Rink

The Hartford Automobile Dealers' Association has disposed of all available space at its forthcoming show at the State Fair and Racing Circuit. The

original intention was to house the show under a mammoth tent, but it has been finally decided to make use of the skating rink instead. The rink has a fine polished floor and will afford good protection for the cars after the show is over for the day.

Renard Train in England

The first British-built Renard train made its public appearance at the Crystal Palace, London, on July 14, where it was inspected by a large number of engineers and others interested in the problem of road traction. The train exhibited was one of two intended for demonstration purposes in India, and has been constructed, at a cost of about \$16,500 by the Daimler Co., who have secured the manufacturing contract.

Kissel Increases Capital

At the annual meeting of the Kissel Motor Car Co. of Hartford, Wis., makers of the Kissel Kar, it was voted to increase the capital stock from \$100,000 to \$200,000, to give more working capital. The output for 1909 was placed at 1,200. Two large buildings will be erected at once, a new shop, 50 x 130, four stories, and a molding shop, 20 x 100.

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Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

THEO. DRAZ, Treasurer.

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An Opportunity for a Man of Large Calibre

As the time draws near for the running of the races and other contests scheduled for this fall it becomes increasingly evident that the lines are being more closely drawn and that the ill-feeling resulting from the war between the American Automobile Association and the Automobile Club of America is becoming intensified as well as being more plainly shown. Instead of everybody working to further the interests of the automobile, the paramount thought in the minds of the partisans is how to injure the opposite side. The result is becoming very apparent. In place of one or two contests of importance and widespread interest, we are confronted with the prospect of a multiplicity of events, each one of which will more than come up to expectations if it averts disaster and makes even a half-way decent showing.

As AUTOMOBILE TOPICS stated at the outset, the present strife is an evil of great and ever growing proportions. It is doing harm to the sport, the trade and the industry—to the whole automobile movement, in fact. The general public does not know what it is all about and, to tell the truth, it does not care; but it sees a Vanderbilt cup race, for example, launched with a great flourish of trumpets, under the most flattering auspices, only to stop and tremble on the verge of failure. The latter may be averted, or it may not; but the man in the street will wonder and ask himself whether there is something wrong with the automobile movement that it should betray such indications of a mysterious malady that seems to be attacking its vitals.

At present the program is to sit tight and see if failure is to be the fate of the contests scheduled for this fall. A much better plan would be to cease hurling broadsides at each other and get together to compose present differences. Men of large calibre would see this and put aside the mamikins who imagine they are running the machine in at least one organization at the present time.

To Give Motorphobes an Object Lesson

A sensible idea has occurred to some of the people interested in the Good Roads Convention to be held in Atlantic City next month. They propose to obtain the use of a large number of automobiles and employ them to bring to the convention freeholders, road authorities and others who are or may be interested in the cause of highway improvement. The trips will be made from all parts of the state and the routes are being planned to take in stretches of bad as well as of good roads. In this way it is believed that the best kind of an object lesson will be presented and that the occupants of the automobiles will see for themselves how much better the improved portions of the highways are than those which remain in their former condition of wretchedness.

The idea is undeniably a good one, but it could advantageously be carried a great deal further. Make it a point to include among the impromptu delegates a fair proportion of farmers and others who are *opposed* to good roads as well as automobiles. One of the reasons for their opposition is that their only acquaintance with the motor vehicle is derived from seeing it pass loaded with gay parties of pleasure seekers. The man who has never ridden in an automobile is apt to be one of the most virulent opponents of it. But give him a ride, or several of them, show him the delights of automobiling and the value of the automobile as a space annihilator, and he will quickly change his viewpoint.

Similarly, the opponent or the half-hearted advocate of better roads will see for himself that it pays to spend money on the highways. Not only is transportation of passengers or goods made easier and quicker, but the existence of good roads attracts traffic. The more travel there is over a road the more completely does it fulfill the purpose of its existence. Travel brings business, also. People can't drive over a road without leaving some money behind as a pleasing memento of their visits. Let these motorphobes and opponents of better roads observe the road houses, garages and such like places which line the good roads, and the absence of them and of traffic on the bad stretches. Arguments of this sort will tell and make converts of men who would be adamant to all other arguments.

A circuit of balloon races is being arranged by a well-known promoter who formerly devoted himself to automobile contests on horse tracks. It is to be hoped that an eye will be kept on this individual to see that he doesn't cut up any more monkey shins.

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News Notes

Extensive improvements and additions are being made to the headquarters of the Foss-Hughes Motor Car Company, corner of Broad and Race Streets, Philadelphia, to accommodate the increasing business of the firm, which handles the Pierce-Arrow, Pope-Hartford, E. M. F.-30 and Baker electric cars. After the changes are completed the entire first floor will be given over to the salesmen and the cars which are kept on hand for show purposes. The second floor front has been utilized so that the offices may be more private and commodious instead of occupying the rear of the first floor, as at present. There will be private rooms for the clerical staff.

The Continental Caoutchouc Company of New York recently received from the home office in Hanover, Germany, a gratifying bit of information concerning the remarkable showing Continental tires made on the car of the Hon. J. W. Blair. It says: "It may be of interest to you to learn that the Hon. J. W. Blair has made a new record motor trip of 3,000 miles across Queensland, the roads of which country are extremely rough. His car was fitted with Continental tires, 150 mm. on the back and 125 mm. on the front wheels. He covered the whole trip on one complete set of tires, which after the finish of the journey showed very little wear."

A final dividend of 6½ per cent. was ordered paid to creditors of the bankrupt Milwaukee Rubber Co. by Referee in Bankruptcy E. Q. Nye in Milwaukee on August 22. The Milwaukee Trust Co., trustee, has mailed dividend checks aggregating \$16,178.91 on this order, making a total of \$79,401.55 paid. A year ago a dividend of 25 per cent. was paid. The company failed March 21, 1906, with assets of \$92,695.33 and liabilities of \$257,525.62. A year ago the plant and assets were sold to J. D. McNamara, of New York, who reorganized under the name of Federal Rubber Co.

Awards of two cars for the Department of Docks of New York City have been made to Cordner and Flinn, the New York agents of the Acme cars. The firm received the order after bidding on the two cars, and deliveries will be made early in September. These are the first Acme cars to be sold to any municipality. The cars are four-cylinders of the type known as "Type 18," and will have special equipment to meet the needs of the department.

The firm of Livingston-Ramsdell Motor Car Company, Newark, agents for the Palmer & Singer line, has undergone a change. Joseph Livingston, the senior member of the firm, has assumed the whole business.

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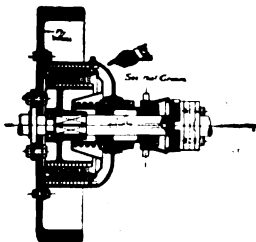
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An automobile show is to be held in Denver, Colo., during the week of September 7, in connection with the first annual interstate fair and exhibition of the Colorado Industrial Exposition Association. The Denver dealers consider it an excellent opportunity to reach the western trade, consisting of mining men and farmers who will be in attendance at the fair in great numbers.

INCORPORATIONS

West Hoboken, N. J.—Clinton Auto & Garage Co., with \$2,000 capital. Incorporators: F. Vollner, Jr.; Ida C. Simerson and John Singer, Jr.

Milwaukee, Wis.—Wisconsin Automobile Exchange, with \$10,000 capital. Incorporators: L. Deitjen, T. Deitjen and A. F. Eckstein.

Bristol, Conn.—Bristol Engineering Corporation, with \$500,000 capital, to manufacture automobiles. Incorporators: Albert F. Rockwell, De Witt Page and Charles T. Treadway.

New York, N. Y.—Saratoga Auto Top and Buggy Company, with \$15,000 capital. Incorporators: Adolph J. Shary, Anna D. Shary and Henry A. Blumenthal.

New York, N. Y.—Crescent Auto Company, with \$1,000 capital. Incorporators: James C. Stoores, William V. Stoores and Triphend E. Stoores.

Chicago, Ill.—Standard Automobile Supply Co., with \$10,000 capital. Incorporators: W. F. McCarthy, George B. Levy and A. S. Henley.

Salt Lake City, Utah.—Ogden Canyon Auto Co., with \$25,000 capital. Incorporators: J. S. Corlew, Albert Scrowscroft, Joe Decker, M. S. Browning and D. A. Smith.

New York, N. Y.—Motor Racing Association, with \$2,000 capital. Incorporators: C. F. Wyckoff, Harry S. Hought and H. A. Lozier.

New York, N. Y.—Saratoga Auto Top & Body Co., with \$15,000 capital. Incorporators: A. J. Shary, Anna D. Shary and H. A. Blumenthal.

Wilmington, Del.—Co-Operative Garage Co., with \$150,000 capital. Incorporators: J. W. Ebbs, F. H. Ford and H. H. Nieman.

Flushing, L. I.—Queens Transit Co., with \$20,000 capital, to deal in automobiles. Incorporators: Jacob Sulzbach, W. H. Heath and Chas. A. Peterson.

New York, N. Y.—Metropole Auto Garage Co., with \$10,000 capital. Incorporators: Albert Peiser, M. L. Peiser and Hugh Peiser.

Mention "Automobile Topics" when writing.

Automobile Calendar

August 29-30.—Mont Ventoux Hill Climb.

September 1.—Atlantic Yacht Club's Ocean Race for cruising power boats.

September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 4-5.—Reliability Trials of the Essex C. A. C. at Norwich, England, in connection with the R. A. C. provincial meeting.

September 5.—Provincial Meeting of the Royal Automobile Club at Norwich.

September 5.—Race Meet on Hamline Track. Milwaukee, under the direction of the Milwaukee Automobile Club.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 7.—Stock Car Automobile Race, under direction of the Lowell (Mass.) Automobile Club.

September 11.—Springfield Automobile Club Hill-Climbing Contest on Wilbraham Mountain.

September 11.—Hill Climbing on Wilbraham Hill, Springfield, Mass., under direction of Springfield Automobile Club.

September 11-12.—Two-days' Race Meet at Brighton Beach track, New York, under direction Motor Racing Association.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 13.—Coupe d'Evreux in France, under direction of Les Sports.

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September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

September 16-17.—Two-days' Mechanical Efficiency Test, from New York to Montauk Point, L. I., and return, under direction of the New York Automobile Trade Association.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 18-19.—Two Days' Race Meet at Brighton Beach track, under direction of Motor Racing Association.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Semmering Hill-Climbing Contest, under direction of the Austrian Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 23-24.—24-Hour Sealed Bonnet Contest, under direction of Bay State Automobile Association.

September 24.—"Four Inch" Race for Tourist Trophy, under direction of the Royal Automobile Club of Great Britain and Ireland.

September 25-26.—New Jersey Good Roads and Legislative Convention, to be held at Atlantic City.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 7.—200-Mile Road Race in Fairmont Park, Philadelphia, under direction of Quaker City Motor Club.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

January 23-30.—Annual Automobile Show in Philadelphia, Pa., under direction of the Automobile Trade Association.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers Association.

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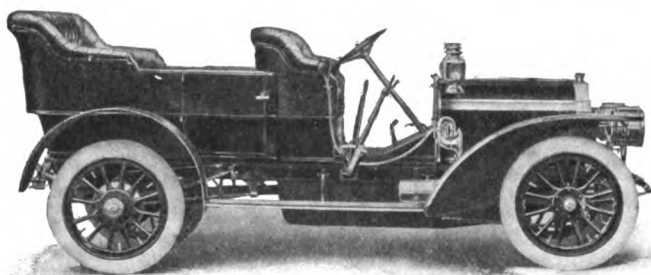
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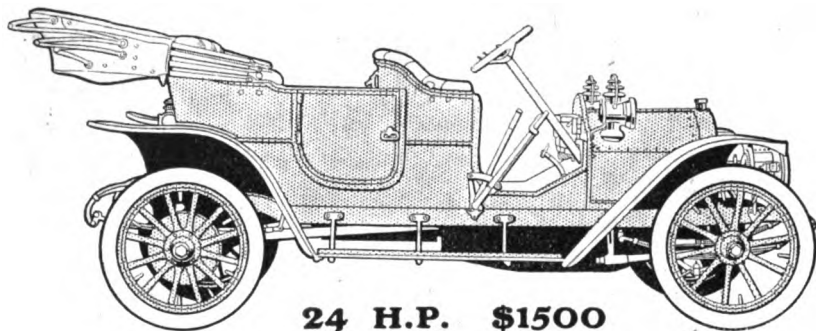
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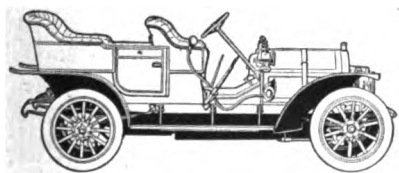
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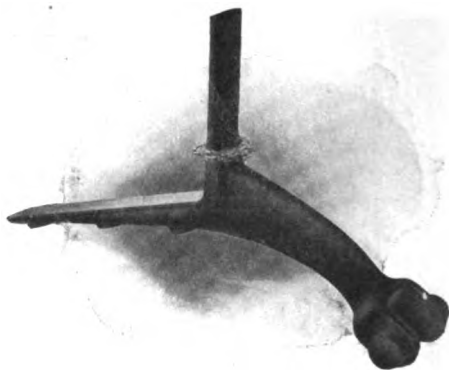
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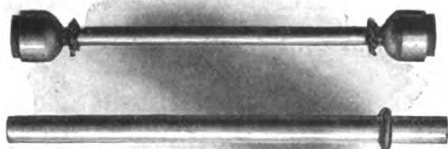
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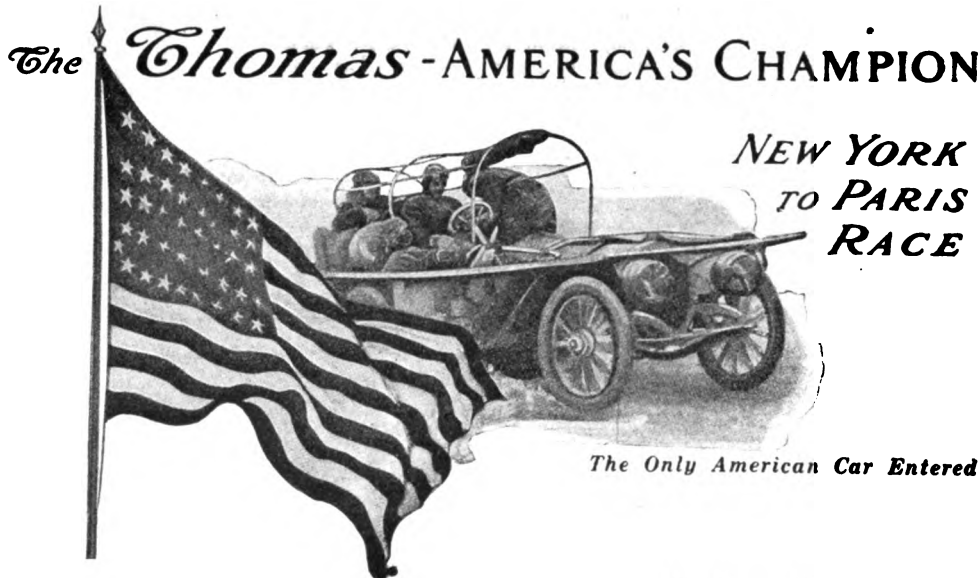
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Hartford Suspension Company,

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Such expert opinion, coupled with the fact that this remarkable showing was made by a regular stock set of Shock Absorbers, and considering that twenty of the leading automobile manufacturers now use the Truffault-Hartford Shock Absorbers as part of the regular equipment of their cars, should convince you of your need for the Truffault-Hartford.

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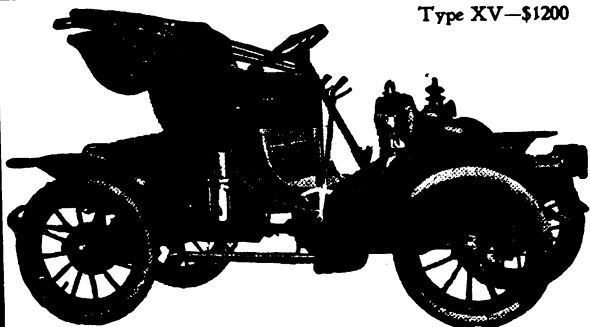
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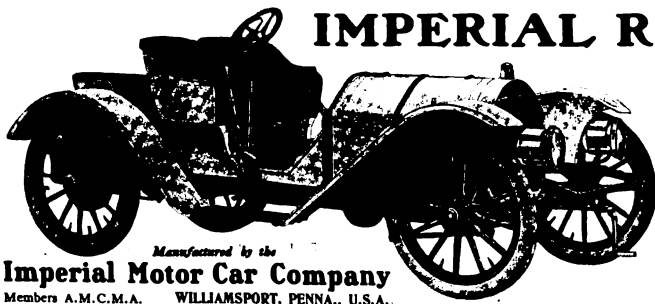
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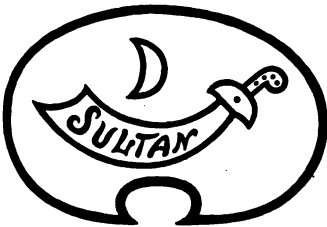
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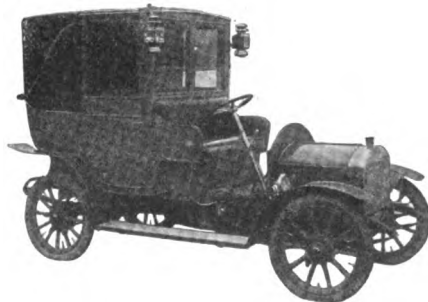
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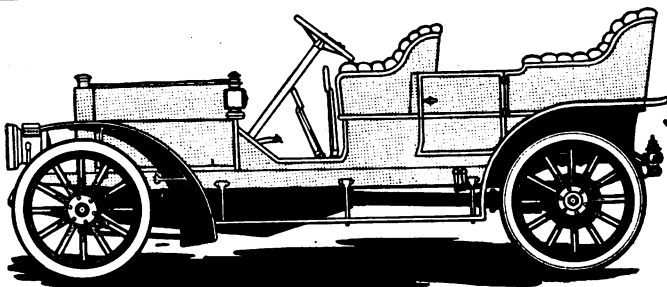
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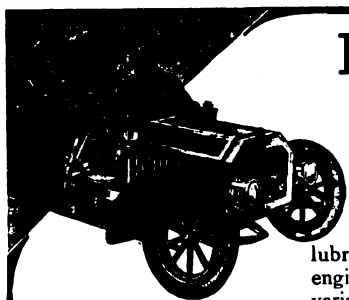
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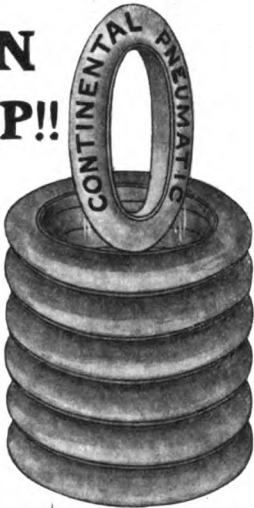
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Automobile Topics

Illustrated

Vol. XVI.

NEW YORK, SEPTEMBER 5, 1908.

No. 22.

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COLORADO, IN CHALMERS-DETROIT "40"

Automobile Topics

Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

Vol. XVI.

NEW YORK, SEPTEMBER 5, 1908.

No. 22.

T O P I C S

A purified A. A. A. should be acceptable to the industry as well as to everybody interested in the sport and pastime. Let us get together and work for the common interest. Reforms are easily accomplished with a little good will and diplomacy. By the shelving of a few undesirable individuals, who made the A. A. A. so obnoxious to so many motorists, peace between the opposing forces will readily follow. Both the A. A. A. and the A. C. A. have broad-minded men to bring this about.

Secretary Elliott, of the A. A. A., should show cause why he should not be replaced by a man who will send out press notices which will not be contradicted by facts. To lose the confidence of newspaper men can only be harmful to his organization.

The International Road Congress, to be held in Paris October next, will be of the greatest importance to the United States, on the eve of spending untold millions in the building of new roads. By the experience of the Old World the art of road construction, road mending and dust laying will be materially advanced for the benefit of mankind.

At the Brighton Beach 24-hour track race of September 11 and 12 the contestants' camp will be installed on the infield opposite the grand stand. Watching repairs will no doubt prove interesting to the public.

What may be called a good working arrangement has been evolved as a result of conferences between the Physicians' Automobile Club of Orange, N. J., and the authorities of that place. The physicians will be provided with flags bearing the red cross and whenever they are speeding to a patient they will wave the flag as a notice to observing policemen of the necessity for their violation of the law. For fear that they may not always use discretion, however—and here is

where the plan referred to comes in—the policeman will take the number of the car and its owner will be summoned to court to explain where he was going and what necessity there was for such extreme speed.

Dr. Munyon's prescription for the A. A. A.:

Cancel the New York stock charter.

Make the presidents of all affiliated clubs members of the Board of Governors, and let them elect seven members to the Executive Committee from this board.

Select an efficient secretary.

Exclude every news, class or trade-paper man from any office.

Avoid all affiliation with any printing establishment or any other commercial enterprise.

Push the good roads, signboard and improved laws work.

The Long Island Motor Parkway, which is a commercial enterprise, will open its gates to all automobilists—individuals, clubs or associations indiscriminately.

There are 10,000 people in Gardner, Mass., and ten physicians. Of the latter nine either have automobiles or are contemplating purchasing them, to use in making their rounds. It looks as if the tenth medico will be badly handicapped unless he, too, turns to the motor vehicle for assistance.

Every conceivable rule so far has been applied to the Glidden Tour, which, as everyone knows, has become a manufacturers' contest. More than a dozen cars went through the tour with a clean score. To decide future Glidden Tours, wind up with a 50-mile road race and a hill-climb, and have a technical board composed of men like Henry Southey, A. L. McMurtry and Chas. E. Duryea examine the cars after the contest. They will surely detect the real and only winner of the contest.

The Automobile Club of America, which, while not a national body, is certainly a powerful and influential organization, never misses an opportunity to set a high standard as to consideration and courtesy due to all highway users. The circular sent out by the club this week, which will be found elsewhere in this issue, is highly commendatory from every viewpoint.

It is estimated that no less than fifteen big cars are in use in all parts of Wisconsin in the campaign for United States Senator. Every candidate has a number of cars out distributing literature and getting close to the farmer vote. The motor car no longer is a "bugaboo," and no candidate fears to approach the farmer in the motor car. Indeed, it is said that the tillers of the soil welcome it, especially when candidates offer them little side-tours.

A San Francisco minister has been preaching to his congregation against motor car contests on Sunday. He believes that the holding of such contests is a desecration of the Sabbath and urges his hearers to discourage such contests in every way possible.

The idea of federating all American automobile clubs without expense to any club is making headway. The A. A. A. will please take notice.

Closing of Vanderbilt Race Entries Postponed

Vanderbilt Cup race prospects have brightened considerably during the week, and the probability of holding an elimination trial has grown somewhat. As was expected by a number of knowing ones, Chairman Jefferson Demont Thompson, of the Vanderbilt Cup Commission, has extended the date of the closing of entries, originally set for September 1, to October 1, and has set aside the double entry fee originally contemplated for entries made from September 2 to October 1.

According to those most interested, there is not the slightest doubt that the race will be held, and to prove their confidence in this the commission has already broken ground for the grandstand at the finishing line, near Central Park, Long Island. There are now six formal entries in the race, two Knox cars being entered on August 29. Two Locomobiles, a Roebling, Pope-Toledo, Frayer-Miller and a Pennsylvania have also been promised, and the Thomas entry is expected soon. In addition to the Knox pair, a Mercedes, an Acme, a Chadwick and a Mora have actually been entered. Thus thirteen probable entries are on the list at the present time. Word was received by the A. A. A. on Monday to the effect that W. K. Vanderbilt, Jr., would delay his return from abroad for another week, in order

to secure the entry of more cars of foreign make.

While the extension of time for entries has done away with the double entry fee, such as was to have been imposed between September 1 and October 1, and this may bring out more eleventh-hour entries than would have been the case if the higher rate had been adhered to, yet the shifting of the date for the closing of the the entries has brought up rather an odd situation.

Of course, if enough entries are received an elimination race will be necessary, and the supervisors of Nassau County must be given notice of this 20 days previous. This will require notification on September 20, as the date of the trial contest, if held, is October 10, and as the entry lists are not closed until October 1, it will be possible for contestants to make their entries after notification of the elimination race has been filed or after the commission has called off the elimination race. It would seem that the only solution of this problem would be setting forward of the date for the elimination trials, but that would bring it rather too near the Cup race itself, on October 24, for the successful cars to be put in readiness again after the strain of their trial.

Cup Course to be Well Guarded

The terms of the agreement which the Nassau Board of Supervisors have submitted for acceptance by the Vanderbilt Cup Commission, for use of the Nassau County highways for the 1908 Vanderbilt Cup race, have been made public. Every possible safeguard for the protection of the public is provided by the supervisors in the conditions proposed. They are as follows:

"At all crossroads intersecting the county highways used for the races and on all curves and turns which do not permit of an unobstructed view for a distance of at least 150 yards a special officer, equipped with a red and white flag, shall be stationed. These officers shall be on duty from 5 a. m., when the races begin, until 6 p. m. They are to wave the flags and warn all persons

standing upon, walking along or traveling upon the highways that they do so at their own peril and that the highways have been set apart for the tests of motor vehicles, pursuant to statute. In addition to these special officers there will be stationed at a distance not exceeding 25 yards apart flagmen on all curves in the highways sufficiently sharp to obstruct the view for 150 yards, to warn persons of the approach of a motor vehicle.

"At the turn in the Woodbury road leading into the Jericho turnpike five special officers mounted on horses are to be stationed; also, at the turn of the Jericho turnpike at the residence of James Malcolm, five; at the turn from the Hicksville-Jericho road to the Jericho turnpike at Jericho Hotel, six; at the turn from Jericho turnpike to the continuation of the old Westbury road southerly, ten officers on horseback; at the turn from the continuation of the old Westbury road to the county road known as the Merrick road or Whale Neck avenue, thence to the Motor Parkway, six will be placed to warn persons standing on the turns and endeavor to

prevent them from crossing the highway at this point. Flagmen and special officers shall be provided with a white cap, white jacket and white trousers."

In addition to these officers, the race promoters are expected to furnish about 1,200 uniformed and armed guardsmen to patrol the roads. No tryouts of any car entered for competition will be permitted after 7 a. m., and the arrest and conviction of any person having in charge a car entered in the tests for violating the speed laws of the State of New York after such an hour will operate as a bar and disqualification of such person and machine from the races.

The Cup Commission is to give twenty days' notice through the press of the speed contests, oil and repair the roads used and put up a bond of \$25,000 to save the county harm from damage suits, etc. No repairs or supply stations are to be located on the highways used, but may be located on a crossroad intersecting the highways used for racing or on private grounds adjoining said highways, but not less than twenty yards from the highways.

A. C. A. Buys Large Plot

Among the New York real estate transactions announced last week was the purchase by the Automobile Club of America of the property at Nos. 242 to 248 West Fifty-fifth Street, being three three-story and one four-story and basement brown stone dwelling, on a plot 75x100.5.

This property is directly in the rear of the Automobile Club of America, and will be torn down in the near future for an extension to the present automobile club building. This gives the club now a plottage of 20,300 square feet, with an entrance on both streets. The purchase price is \$150,000.

Clinton Now A. C. A. Racing Board Secretary

It was very much of a surprise early this week when Robert Lee Morrell, chairman of the Contest Committee of the Automobile Club of America, announced that Harry T. Clinton had been appointed secretary of the Contest Com-

mittee. Mr. Clinton has resigned as manager of the advertising and publicity department of the Association of Licensed Automobile Manufacturers and also as a member of the Racing Board of the A. A. A.

26 Likely Entries for Grand Prize Race

At the present count it is reasonably expected that 26 cars will be entered for the Grand Prize race of the Automobile Club of America, which is to be held on the Savannah course, Thanksgiving Day, November 26. The A. C. A. is in receipt of a cablegram this week from W. G. Hogan, the club's foreign representative, stating that in addition to the three Italian Fiat cars already nominated, fourteen foreign cars have been named for this race.

The probable foreign contingent is

classified as follows: 7 Italian—3 Fiats, 2 Isottas, 2 Italas. 3 German—2 Mercedes, 1 Benz. 7 French—2 Panhards, 2 Renaults, 2 De Dietrichs, 1 Clement.

Announcement is also made that 9 American cars are assured for the Grand Prize race, as follows: 3 Garfords, 1 Stearns, 1 Thomas, 1 Lozier, 1 Chadwick, 1 Acme and 1 Pennsylvania.

These, with the 14 French, German and Italian cars, gives a probable field of 26.

Entries Received for Light Car Race

Following its decision to hold what is known as the International Light Car Road Race of the Automobile Club of America, on November 25, the day preceding the Grand Prize race, Robert Lee Morrell, chairman of the Contest Committee of the A. C. A., has announced three De Dion-Boutons, three Maxwells, two Gyroscopes and a Buick car as already being entered.

The makers of the air-cooled Cameron car have informed Chairman Morrell that they will enter either two or three specially built cars for this event.

It has been decided that only six miles of the Grand Prize ten-mile circuit will be used for the light car race, the remaining four miles being made up of macadamized crossroads.

More Space for A. M. C. M. A. Show

Applications for space and diagrams for the Ninth International Automobile Show, under management of the American Motor Car Manufacturers' Association, which will be held in Grand Central Palace, New York, December 31 to January 7, have been mailed to every automobile and accessory manufacturer in the country. The diagrams

show a considerable increase of available floor space, especially in the accessory division. This has been accomplished by the removal of several partitions. Space which has usually been devoted to a vitagraph theater will this year be used for exhibition purposes, thus making one of the biggest, best and busiest automobile shows ever held.

Cleveland A. C. Fixes Contest Dates

October 7, 8 and 9 have been settled upon by the Cleveland Automobile Club as the dates for its reliability and endurance contest. D. E. Beecroft, chairman of the Technical Board of the A.

A. A., will have complete charge of the event, but until he arrives upon the scene the details will rest in the hands of C. J. Forbes, Jr., secretary of the club. Entry blanks have been issued.

Hummocks to Suppress Speeding

At a conference held early this week between Alfred J. Eno, president of the Long Island League, Ralph Peters, president of the Long Island Railroad; A. R. Pardington, president of the Long Island Motor Parkway, and John L. Webb, chairman of the Committee of Safety of the Long Island Automobile Club, a plan to build hummocks to prevent automobiles speeding over the railroad crossings was suggested.

It was planned to build concrete hummocks about one foot high and locate them about 150 feet on either side of grade crossings. When one of these hummocks looms up the driver of the machine must either slow down or run the risk of smashing the springs on his machine, if not a more serious breakdown.

In the course of his remarks President Peters said there were 429 grade crossings on the Long Island Railroad, and that it would be impossible to place a watchman at every crossing. Further, he said that at many of the dangerous crossings where he had men stationed, it was like waving a red flag in the face of a bull to try and stop the reckless speeder.

Mr. Peters said his company was willing to bear half the expense of building the proposed hummocks, and Mr. Eno stated that he would put himself in communication with the league and propose that it bear the other half. By way of testing the hummock plan after the funds have been obtained, a few experimental ones will be built.

Asks Members to Regard Public Safety

That the Automobile Club of America intends to exercise its influence toward the suppressing of reckless driving is evidenced by a special notice it has sent to club members. It appeals to motorists for their co-operation, asking them to drive at all times with due regard to public safety. Following is the notice:

The attention of members is particularly called to the alarming number of fatalities and serious injuries which have occurred in Nassau County, Long Island, during the past few months, due in part to reckless automobile driving, there having been no less than sixty cases of death or serious injury. A public feeling of hostility to automobilists is the result, and the supervisors of the county, while they propose to show every consideration to law-abiding motorists, have for the public safety taken steps to rigidly enforce the law against the reckless automobile driver. The supervisors propose that if reckless driving continues and cannot be stopped by milder methods that the trial

of offenders shall not be before the justices of the peace, but that after the arrest is made they shall be released, then indicted by the grand jury and tried by the regular court term; also that in cases of third offense that the punishment shall be imprisonment.

It is the desire of the Club to put a stop to the reckless use of the roads, and every member of the Club is earnestly requested to drive with care and within the speed limitations, having at all times in mind the safety of the other users of the highway. The Board of Governors are strenuously opposed to reckless driving on the highway and believe that it is only by the co-operation of every law-abiding motorist that such abuse can be suppressed.

Members of the Automobile Club of Pittsburg touring between Buffalo and Erie, are cautioned by the Runs and Tours Committee to drive carefully through Brockton, where the speed regulations are being rigidly enforced.



CROSSING THE PLATEAU ON THE POCONO MOUNTAINS

A. C. A. Plans "Scenic Tour"

What is in some particulars similar to the famous endurance run from New York to Buffalo, held in September, 1901, is the "Scenic Tour," which is being planned by the Bureau of Tours Committee of the Automobile Club of America. This new autumn trip, which will take the participants through the Pocono Mountains, the Adirondacks and the famous Lake region of Central New York, is scheduled to start from New York on September 28. It will take eleven days in all to complete and will cover 935½ miles, touching all the beauty spots of New York, Pennsylvania, Vermont and Connecticut.

The itinerary which the Bureau of Tours Committee has approved for the trip, is as follows:

	Miles
Sept. 28, New York to Mt. Pocono, Pa., via. Delaware Water Gap....	100
Sept. 29, Mt. Pocono to Binghamton, via. Wilkesbarre.....	91
Sept. 30, Binghamton to Watkins...	72
Oct. 1, Remain at Watkins	

Oct. 2, Watkins to Richfield Springs	124
Oct. 3, Richfield Springs to Lake George	105½
Oct. 4, Lake George to Bluff Point (Plattsburg)	105
Oct. 5, Remain at Hotel Champlain	
Oct. 6, Bluff Point to Manchester, Vt., via. Burlington.....	108
Oct. 7, Manchester, Vt., to Waterbury, Conn.....	138
Oct. 8, Waterbury, Conn., to New York	92
Total	935½

The date for the tour, according to Waldron Williams, chairman of the Bureau of Tours Committee, was determined after a careful consideration of weather conditions. The equinoctial storms are always over by the end of September and the roads are usually in splendid condition for motoring. Moreover, the autumn foliage is at the height of its grandeur at the time the tour will be conducted, and the scenic setting promises to be superb.

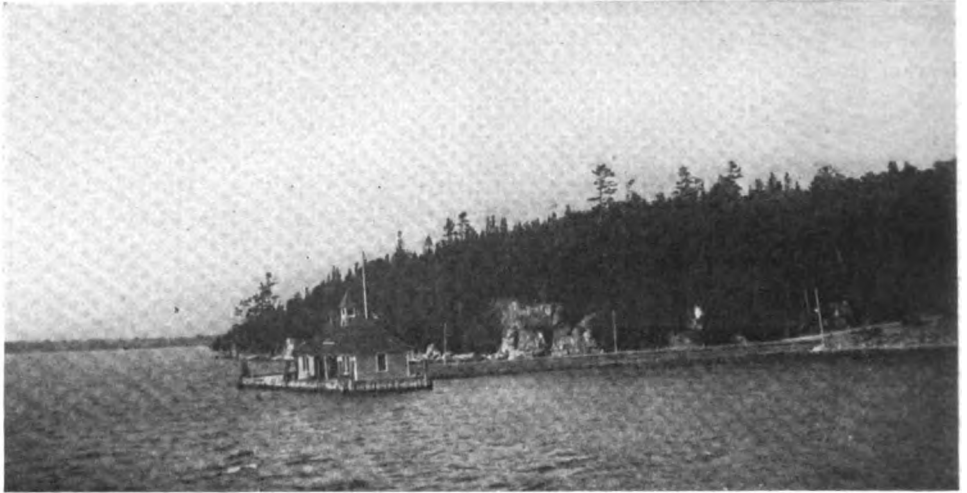
The official car of the Bureau of

Tours went over the route last month, and the committee reports that the hotel accommodations will be uniformly excellent.

"Successful as the 'Ideal Tour' was last year," said Mr. Williams, "we are confident that the 'Scenic Tour' will

ment upon the 'confetti system' which we used last year."

One of the features of the autumn tour will be the opportunity it will give to automobilists to see three of the finest mountain ranges of the East in their most picturesque attire. The roads



VIEW OF LAKE CHAMPLAIN, IN FRONT OF HOTEL CHAMPLAIN

surpass it. We expect more than half a hundred cars to participate in the event, and have arranged a most comprehensive system of directions. The entire route will be posted with yellow arrows, bearing the caption 'Scenic Route,' together with the number of the route card for that particular section. This will be a marked improve-

ment through the Pocono, the Adirondacks and the Green Mountains, which the tourists will use, are being put into splendid shape and the tour bids fair to be perfect from every standpoint.

No entry fee will be charged for the tour. It will be open to all members of the Automobile Club of America and to all subscribers of the Bureau of Tours.

Demonstrations at Grand Central Palace

Care will again be demonstrated this year at the Ninth International Automobile Show, Grand Central Palace, New York, December 31 to January 7, under the management of the American Motor Car Manufacturers' Association. So many out-of-town agents and buyers who are in town for show week would like to see what the new models will do, the Show Committee of the

A. M. C. M. A. has decided to continue this time-honored custom. A special demonstration badge will be issued to each demonstrator, which will be used for identifying the party using the car. This ticket, however, will not be available for the return of a party after 6 p. m., and any abuse of the privilege will be the result of the forfeiture of the badge.

Entry Blanks Issued for Two-Day Efficiency Run

The New York Automobile Trade Association has issued entry blanks and details of its two days' mechanical efficiency run around Long Island on Wednesday, September 16 and 17.

The route embraces the whole of the south side of Long Island from Bay Ridge, its westerly end, to its easterly end at Montauk Point, and the return trip, crossing Long Island at Good Ground to Riverhead, takes in the whole of the north side. The program includes a midday clambake at Blue Point and an entertainment with campfires and a mammoth roast ox barbecue and band concert at night at Montauk Inn, besides a second day noon luncheon stop at Riverhead. The competing cars will be divided into fifteen different classes for all models, for both amateur and professional drivers, with framed certificates for trade entrants and bronze medals for amateur and professional drivers in each class. The run is not planned as an endurance trial for men, but as a test of the mechanical efficiency of cars under normal conditions, and the time schedule and the long noonday stops, together with the evenings' entertainment at Montauk Point, will make it a pleasant test outing.

The cars will be classified in the following manner: Class A, cars selling for \$850 or less; Class B, cars selling for \$851 to \$1,250; Class C, cars selling for \$1,251 to \$2,000; Class D, cars selling for \$2,001 to \$3,000; Class E, cars selling for \$3,001 to \$4,000; Class F, cars selling for \$4,001 and over; Class G, open to taxicabs carrying two passengers and driver. All entries will be further subdivided by their passenger carrying and load capacity. For instance, small runabouts carrying two passengers, small runabouts carrying three passengers, small runabouts car-

rying four passengers, touring cars carrying five passengers, touring cars carrying seven passengers, touring runabouts carrying two passengers, touring runabouts carrying three passengers, touring runabouts carrying four passengers.

The run is subject to postponement in case of stormy weather. The entry fee for professional or trade drivers is to be \$25, and for amateur drivers and private owners not connected with the trade the fee will be \$10. The route of the run will be marked and flagged, and each division will have its separate pace car, confetti not being needed on this run. Within the limits of the city of New York police escort will be furnished by traffic squads of the boroughs of Manhattan, Brooklyn and Queens. Cars disqualified for any cause, including violations of speed laws, may continue in the run, subject to the management's permission, but not in competition for any awards or prizes.

The run is limited strictly to stock cars of any year's model, which must be fully equipped with bodies and seats such as are shown in maker's catalogue, and temporary seats will not be allowed. Extra tires may be carried, but no extra parts of the car or its mechanism, tools excepted, and no repairs or replacement of parts will be allowed except to the ignition system and its parts, excepting that the driver and mechanic may make other roadside adjustments. Tire repairs may be carried on tire-makers' supply cars, and tiremakers' helpers may fit tires wholly or in part. Tiremakers' cars must be regularly entered in the run in order to participate, however, as no cars of any kind will be allowed in the run unless regularly entered and numbered.

Before going to the starting line entrants must present their cars to the

Technical Committee for examination to determine whether or not conditions are complied with and the cars will again be examined by the committee at the finish of the run. No car in the classes will be considered completely equipped unless it appears as catalogued or in advance sheets, except top and glass front. Chasses must all carry stock touring or runabout body complete, including regular tonneau or rear seats, fenders, steps, running boards, lamps, horns, mats, etc. Where a magneto is used for which an extra charge

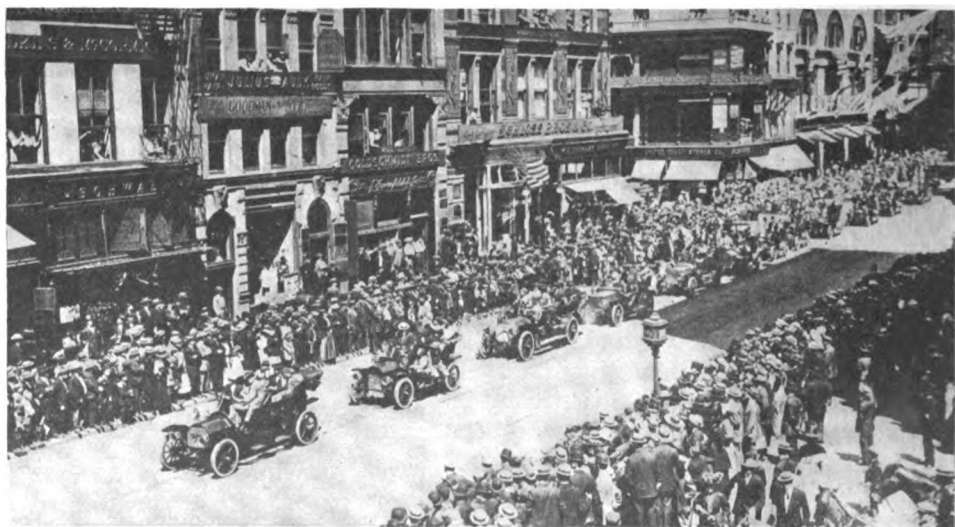
is made the amount shall be added to the price of the car at the entry. Any manufacturer or agent entering a stock machine must agree to sell it at the entered price. Imported cars must be entered at their selling price in this country. A liberal time schedule and time limit will be provided to suit the different classes and powers, but time lost for tire repairs will be allowed. Open controls and checking stations will also be maintained, with motorcycle couriers to observe and report any infractions of the rules.

Race of Grand Prix Cars for Brooklands

A race for cars contesting in the late Grand Prix race in France will be conducted on the Brooklands track in England on October 3. The race is governed by the rules laid down for that event as regards engine size, weight, replenishment and tire change. It will be run in Grand Prix colors.

The distance will be 100 kilometres (about 62½ miles) and entries close on September 25. Unless eight entries of

non-British origin are forthcoming the race may be declared void at the option of the executive. The Commission Sportive of the Automobile Club de France is invited to nominate three stewards to adjudicate upon the race in conjunction with the stewards of the Brooklands Club, while the Automobile Clubs of the countries of origin of all cars entered are invited to nominate one representative for this race.



VICTORIOUS AMERICAN OLYMPIC ATHLETES PARADING IN AUTOMOBILES

Lowell's Labor Day Stock Car Race

As the 250-mile stock car road race of the Lowell Automobile Club, to be run on the Merrimac Valley course, near Lowell, Mass., on Labor Day, September 7, is the only event scheduled for that holiday, no small amount of interest is being evinced in it.

This contest, which is for the Butler-Ames trophy and for cash prizes, was originally fixed for July 4, but considerable opposition developed at the last moment from a few prejudiced citizens

The Merrimac Valley course is 10.6 miles around, and this will have to be covered 24 times. About 6 miles of it is over a boulevard of the superfine kind, where speed at 70 miles an hour can be obtained without difficulty. The remainder of the course is over country roads that are fairly good, and thus an opportunity to reach high speed on some of the stretches and to test the cars on give and take roads will be presented.



ONE SECTION OF COURSE IN TYNGSBORO

and the club was unable to hold the race at that time. However, this condition did not dampen the enthusiasm of the committee in charge, and they finally obtained permission of the authorities to use the roads selected for the course on September 7. This was accomplished by a bill passed in the Legislature, which gave the Mayor and the Board of Aldermen of the City of Lowell, and the Selectmen of the town of Tyngsboro, the authority to give the club the right to close the highway to be used as a course.

The grandstand has been erected on a long straightaway known as the Pawtucket Boulevard, near the Lowell City line. The course is quite free from acute turns, except at the extreme ends, where the contestants must leave the State highway for the back road, sharp corners being found at both ends of Dunbar Avenue, while at the other end of the course there is a more gradual curvature, making but three corners to try the skill of the drivers and reduce the speed attained by the cars on the straightaway.

As in other big races the training quarters of the contestants are established at various points on the course, and the authorities have given the drivers plenty of opportunity in the way of speed practicing time, so that they might perfect their knowledge of the circuit.

Fifteen miles of heavy wire, besides the fences already located on some parts of the course, will be used. The course will be patrolled and the drivers guarded by the entire police force of Lowell,

assisted by special officers. The race will start at 10 a. m., and four or five hours at the most will be required to complete the 250 miles.

The Vesper Country Club, which has a clubhouse adjoining the course, has made special arrangements for the entertainment of the racing men, officials and newspaper men, while the Lowell Automobile Club will do everything it possibly can to see that the necessary accommodations are provided for contestants and officials.

Fast Time Expected at Brighton Meet.

The Brighton Beach race track is undergoing thorough repairs in preparation for the 24-hour race to be run there September 11 and 12, and it is expected with the surface of the track in perfect shape the competing cars will show surprising speed.

Wyckoff, Church & Partridge, entrants of a Stearns car, have secured the services of Laurent as driver. Laurent drove a Mercedes car here in the races at the Empire track five years ago, after making a reputation two years previous in Europe. With him on the car will be John Marquis, Strang's mechanic in the Briarcliff and Savannah races, while the management of the team will be in the hands of Guy Vaughan. Vaughan and the Stearns people are quite confident that they can score a victory.

Perhaps the most popular of the drivers will be Montague Roberts, who will handle the Houghton Thomas car, with Stanley Martin as alternate. It will be remembered that Roberts was the winner of the 24-hour race held at Brighton Beach a year ago last month. He remained at the wheel of his car throughout the 24 hours, permitting no one to relieve him.

E. R. Hollander's Fiat will probably be driven by Ralph De Palma and

George Robertson. Among the latest entries for the race is an Acme Sextuplet, made by Louis Strang, on behalf of J. H. Tyson, the owner of the car, Strang to drive the same. Included among the other cars entered, some of which no drivers have as yet been named for, are a Züst, Mergenthaler Simplex, Allen-Kingston, Renault and two Loziers, one a six-cylinder and the other a four-cylinder car. Ralph Mulford will pilot the Lozier six, while Harry Michener will pilot the four-cylinder car.

An important feature of the meet will be the arrangement of camps for the various entrants. The camp will be laid out in regular streets with military precision. Gasolene and oil supply stations, as well as tire depots will be located by the management at designated points where they will be capable of the greatest efficiency, and where they will not conflict with other operations.

The appointment of a committee to pass on the eligibility of drivers has met with general approbation. The men forming this committee are very capable. They are Joseph Tracy, Guy Vaughan and A. Campbell, all of whom have good reputations as racing drivers.

Rules and Regulations for International Road Congress

From the present outlook the International Road Congress, to be held in Paris for the seven days beginning October 11, for the study of the making of roads suitable to withstand automobile travel, will be a very elaborate affair.

Several *fetes* will be organized in connection with the Congress. There will also be excursions to enable the members to visit specially fitted up roads or roads in course of preparation. The excursions will include one to Nice. Regulations for the Congress are as follows:

1. In pursuance of the decision of the government of the French Republic an International Congress for the fitting up of roads for suiting them to the new means of conveyance is to be held in Paris in 1908.

2. This Congress will be opened on October 11, in the Jeu de Paume (Terrasse des Tuileries); its duration will be a week.

3. The following can be members of the Congress:

Delegates of the French and foreign governments; representatives accredited for the purpose by departments or provinces, towns, chambers of commerce, motor car and touring companies, road and railway carriage companies and associations, technical, scientific and industrial companies, trade unions and syndicate committees.

Persons who have forwarded their declarations of membership to the secretary's office of the Organizing Commission before the opening of the session, or who make application to be entered during the session.

Every member of the Congress has to pay on his first entrance a fee of 20f. (16s.).

The title of Donor Member may be obtained by a subscription of at least 100f.

4. The relatives of a member of the Congress may take part in the Congress as Passive Members on payment of a fee of 10f. (8s.).

5. The inscription of a person's name on the list of the members or on that of

the passive members of the Congress implies acceptance of the provisions of these Regulations. Every member or passive member receives a card delivered to him by the Organizing Commission. These cards are strictly untransferable; they entitle the holder to attend the sittings of the Congress and to take part in entertainments and excursions. The expenses of excursions are not included in the fee; a member or passive member only pays the expenses of the excursions in which he takes part.

6. At the first sitting the Board of the Organizing Commission will suggest the appointment of the Board of the Congress and of the Boards of the Sections.

There are two sections. The questions are divided between them, as follows: 1st Section, Construction and Maintenance; 2nd Section, Traffic and Working.

7. The Organizing Commission lays down beforehand the program of sittings and excursions, reserving the right to make modifications which may be deemed suitable by the Board of the Congress. This detailed program will be distributed to all members before the beginning of the session.

8. The Congress comprises: (1) Plenary sittings. (2) Sectional sittings. (3) An exhibition ruled by special regulations. (4) Excursions.

The questions to be treated are first examined in sectional sitting and afterwards discussed in plenary sitting.

9. Only members of Congress are entitled to introduce papers and to take part in discussions. Passive members have no claim thereto and receive no reports of the Congress. Only Governments, Administrations and Corporations referred to in Section 3 and Donor Members may take part in the Exhibition.

10. The program of the questions to be submitted to the deliberations of the Congress is settled by the Organizing Commission, which requires, with reference to every question, the filing of preliminary reports, to serve as a basis for discussions. These reports will end as much as possible in an abstract and motions, and in bibliographical references.

These reports or the French translations are to be forwarded to the members of the Congress before the opening of the ses-

sion, together with the translation of their abstracts and motions in the languages referred to in Section 13.

11. Communications, which may be outside the program of the questions submitted to the Congress, are to be directed, supported by an account, by their authors to the Organizing Commission before September 1, 1908; the Commission resolves as to the admission of these introduced communications, and decides if they are to be printed at the Congress's expense on account of their general interest, or if the printing of the number or requisite copies is to be paid for by the author.

These communications may come up for discussion only after the program of questions has been exhausted and if time makes it possible.

12. As a prelude to the sectional deliberations with reference to any question, a general reporter, appointed by the Organizing Commission, will give an abstract of the preliminary reports. After the discussion of the introduced questions, each section appoints one or several reporters entrusted with the duty of supporting in plenary sitting the motions adopted by it.

13. The deliberations in sectional and plenary sittings will be held in three languages: French, English and German. Speakers will be allowed not more than fifteen minutes in which to occupy the platform. They must not speak more than twice about the same subject in the same sitting, unless the meeting decides otherwise.

14. Members of the Congress, who have spoken during a sitting, must file with the

secretary, within the following 24 hours, an abstract of their communications indicating their names and addresses for the protocol to be drawn up. In case the abstract shall not have been filed, the text worded by the secretary will supply it or only the title will be mentioned.

15. In agreement with the Board of the Congress and of the sections, the Organizing Commission may require condensation of the author's abstracts. It may make these condensations or may resolve only to insert the title, if the author has delivered no modified abstract in proper time.

16. Protocols are to be printed and distributed with the least delay to the members of the Congress. A detailed statement of the proceedings of the Congress is to be issued, and directed to every member of the Congress by the Organizing Commission.

17. The Board of the Congress decides without appeal on any occurrence unforeseen in these Regulations.

18. The Organizing Commission will maintain office during the sittings and after the closing of the Congress.

Besides the organization of the session and the previous elaboration of the questions to be submitted to the Congress, the Organizing Commission is entrusted with the collecting of fees and excursion expenses, the management of the funds, the preparation of the Exhibition, the organizing and superintending of excursions, together with secretary's correspondence, shorthand, translations, printing and distributing services.

Plenty of Cups for Springfield Climb

Everything is in readiness for the hill-climbing contest of the Automobile Club of Springfield, to be held on Wilbraham hill, September 11. The new road, which was built to make possible the elimination of the most dangerous curve in the course, is completed and is very satisfactory, not only to the officials of the club, but to the host of motorists who have been over the course. The entire road has been widened so that it is now 14 feet wide.

There was no difficulty encountered

in securing the 21 cups, all of which have been donated, and are now being manufactured by the R. Wallace Mfg. Company of Wallingford, Conn. In addition to these cups, two more have been donated, one by the firm of True Bros., jewelers, a \$125 solid silver loving cup. These cups are to be awarded to the member of the Springfield Motorcycle Club making the fastest time on the hill. The winner will, however, be called upon at any time to defend the cup.

Interesting Race Meet at Santa Rosa, Cal.

A two-days' race meet was held on August 22 and 23, under the auspices of the Sonoma County Automobile Club at Santa Rosa, Cal. About 1,500 spectators were present on the first day. In spite of some delays in getting the various events started, the first day's racing went off well.

The fastest mile of the opening day was made by a White car in 61 seconds, but the honors were with the Comet, a car manufactured in San Jose. This little car was first in the race for machines priced at not more than \$1,500, in the event for cars costing not more than \$2,500, in the 15-mile free-for-all race, and in the novelty event. The first automobile race on the program was between a Buick, White and a Comet driven by Frank Free. The Buick led on two laps and the Comet on two, but in the fifth and last lap the Comet drew away and won by 25-30 yards. The fastest mile was the third, in 1.08.

The second motor-car event was won easily by the Comet. The novelty race, consisting of sprinting by the chauffeurs, picking up potatoes, etc., was won easily by the Comet. The 10-mile race for cars priced at more than \$2,500, brought out a Stoddard-Dayton, a Peerless and a White, the first-named getting the lead at the start and never lost it. The White made the fastest mile of the day in this race. The Peerless did well till near the end, but then dropped back. In the 15-mile, free-for-all event, the Comet won easily.

Summary of results:

First Event.—10 miles, for motorcycles. A. Chelini on a Thor, first; E. Karlake on a Curtiss, second. Time, 10.45 2-5.

Second Event.—5 miles, for cars costing \$1,500 or less. Comet, driven by Frank Free, first; Buick, White Streak (Frank Murray), second. Time, 6.53.

Third Event.—10 miles, for cars costing \$2,500 or less. Comet, first; Stoddard-

Dayton (Frank Wiseman), second; Buick (Murray), third; Maxwell (King), withdrew. Time, 11.07 4-5.

Fourth Event.—Novelty Race. Comet, first.

Fifth Event.—10 miles, for cars listed at more than \$2,500. Stoddard-Dayton, first; White (Fred Dundee), second; Peerless, third. Time, 12.44 1-5.

Sixth Event.—15 miles, free-for-all. Comet, first; Stoddard-Dayton, second. Autocar (Case), third. Time, 16.04.

On the second day of the meet the Comet won three of the four events in which it was entered, and in the 25-mile free-for-all race covered one mile in 58 seconds.

In the 10-mile race for cars costing more than \$2,500 the Stearns car equaled its Pacific Coast record, made at Sacramento, of 5.19, its fastest mile being covered in 1.02. In the 25-mile free-for-all race the Stearns car led in all the laps, except the first and fifteenth, up to the eighteenth, when the driver went too close at the turn into the homestretch and the rear wheel of his car caught a fence-board. Though a spill was avoided, the car had to retire. The results of the racing were as follows:

First Event.—25 miles, for motorcycles. Chelini on a Thor, first. Time, 27.18.

Second Event.—10 miles, for cars costing not more than \$1,500. Comet, first, in 11.05; Buick, second, in 11.08. Comet's fastest mile, 1.02.

Third Event.—5 miles, for cars costing not more than \$2,500. Comet, first, in 5.41 2-5.

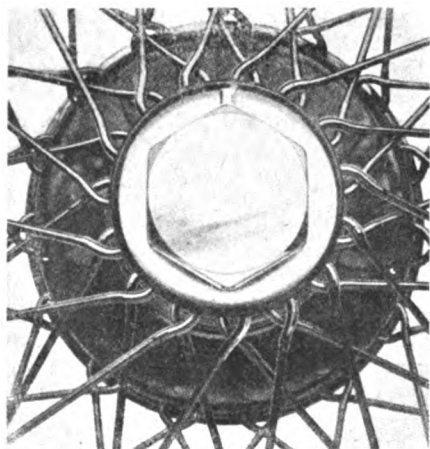
Fourth Event.—One-mile Novelty Race. Engines dead, operators 100 yards in rear, run to cars and start engines; stop at finishing line and run 100 yards. Comet, first; Autocar, second; Buick, third. Time, 1.55.

Fifth Event.—10 miles, for cars priced at more than \$2,500. Stearns, first; White, second; Peerless, third. Time, 11.04.

Sixth Event.—25 miles, free-for-all. Six cars started. Stoddard-Dayton won. Time, 29.54.

Wire vs. Wooden Wheels

When the automobile came into existence its wheels were provided with steel wire spokes exclusively. Such a structure had some advantages, among which were lightness, strength and ease of repair in case of damage. In spite of this, however, the wire wheel was soon



THE RUDGE-WITHWORTH
WIRE WHEEL

discarded and replaced by the wooden one, the aspect of which is more in harmony with the outlines of the car. Afterward, some efforts were made in France to utilize the wire wheels on racing cars, Darracq providing all his racers therewith, and, later on, the Aries

establishment using it on all its racing cars. The application of this type of wheel, however, was not extended in France to touring cars, as it has been in England, where a large number of such cars, provided with wire wheels, are in current use. This suggests the question whether the characters of strength and lightness of the wire-spoke wheel may not permit it again to occupy the place that it held before the wooden wheel replaced it. Apropos of this, an English manufacturer has made public the result of some suggestive comparative tests of the two types of wheels, and in which the wooden wheels experimented with were of the best quality and make, and those with steel wire spokes were constructed by Messrs. Rudge and Withworth, one of the best known firms of English manufacturers.

The result of the experiments, both on the weight of the wheels and their strength, showed, as regards these two characters, the superiority of the wire wheel. It was found, for example, that at a stress of 2,200 pounds, a wooden front wheel was deflected 0.7 of an inch, while a wire one exhibited a deflection of but about 0.4, and that, at a stress of 3,300 pounds, there was a difference of deflection of 0.9 of an inch.

An Italian Dirigible

An Italian military balloon, upon which work has been prosecuted for some time on the shore of Lake Braccino, is nearly finished, and it is expected that the first trials of it will be made in September. It is of the semi-rigid system, of the Zeppelin type, and the experiments will take place upon the water of the lake, and not upon land, where landing might prove dangerous before the balloonists had had sufficient practice. It is being con-

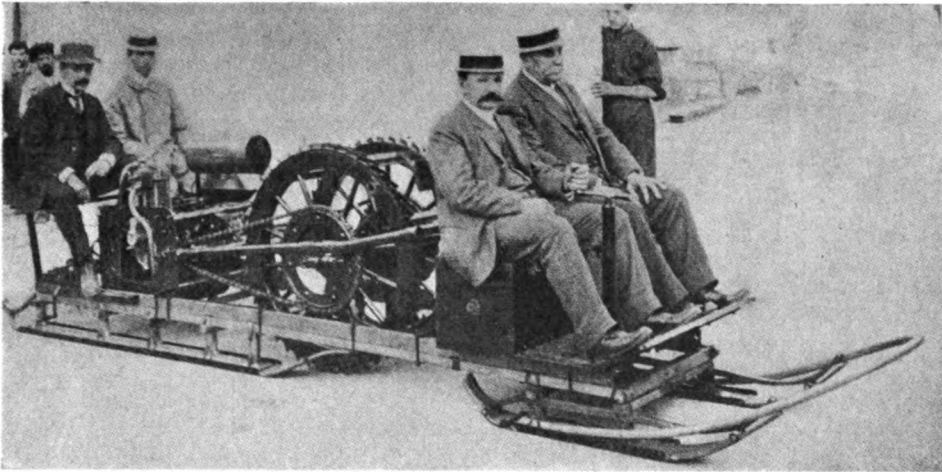
structed for the Minister of War, under the surveillance and after the plans of Major Morris and Captains Crocco, Petrucci and Riccaldoni.

This new balloon, of which the length is about 197 feet and the capacity 88,275 cubic feet, has the peculiarity of being two-storied, like aeroplanes, and of being provided with two cars capable of accommodating eight persons. Its envelope is cigar-shaped and of varnished silk.

Motor Sleigh for Antarctic Trip

A French Antarctic expedition has started for the South Pole, under the direction of Dr. Charcot, and included in the equipment are three motor sleighs. These sleighs are equipped

through a belt. Accommodation on the sleigh itself is provided for four passengers, and it is anticipated that, being able to dispense with the food which it would be necessary to carry for the dogs



MOTOR SLEIGH FOR THE SOUTH POLE

with a $4\frac{1}{2}$ hp. single-cylinder engine.

Transmission takes place through a chain to the driving-wheel, which has a broad tread covered with two rows of projecting ribs arranged diagonally. These afford the requisite grip on ice and hard snow, while to negotiate soft snow it is intended to use packing pieces between the ribs and cover them with cord or wire-netting. The driving-wheel is supported on a tubular frame, which is hinged about the axis of the chain-sprocket, and can, therefore, independently follow the irregularities of the surface with which it is in contact. Steering is effected by a bar attached to a turn-table connected with the forward runners.

In addition to propelling the sleigh, the engine can also be used for operating a windlass situated under the rear seat, the drive in this case taking place

under ordinary circumstances, the expedition will be able to carry much larger supplies for themselves, and also accomplish longer journeys with less fatigue than has hitherto been possible.

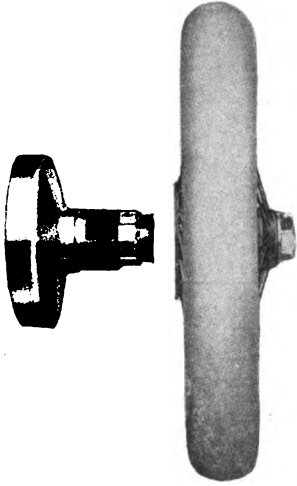
Belgian Aviators Are Scarce

Despite the postponement granted by the Council of Administration of the Aero Club of Belgium, not an aviator has sent in his name, and it has therefore been decided to let the project drop for this year.

At the last session of the Aero Club, the Council decided to found a great aviation prize of 20,000 francs (\$4,000), to be awarded to the owner of any aviation apparatus constructed in Belgium and piloted by a Belgian, that shall have covered a distance of 25 kilometres (15 miles) without touching the ground.

Detachable Wheels

The detachable wheel, says *La Pra-*



tique Automobile, is almost unknown

in France, into which the detachable rim alone has found entrance. In England, on the contrary, the detachable wheel, one of the most widely used types of which is illustrated herewith, is in great favor. Upon the spindle of this wheel is permanently mounted a hub of which the interior is similar to that of ordinary wheels, but the external part of which is provided with grooves which are repeated in an opposite direction in the interior of the false hub that the detachable wheel carries. The latter is placed upon the stationary hub, groove to groove, a nut, arrested by quickly adjusted key, is tightened up, and the wheel is in place. It is claimed that the wheel may be removed from the spindle in nine seconds.

Metallic Mirrors for Headlights

Metallic mirrors are used by some manufacturers in preference to those of cut glass for automobile headlights. For the manufacture of such parabolic mirrors, the Cowper-Coles establishment employed a process which consisted in depositing upon the convex surface of a carefully cut-glass mould a layer of silver, and then a thick layer of copper designed to give the mirror its mechanical resistance.

The same house has recently devised a new metallic mirror in which the reflecting surface is no longer partially obtained by an electrolytic deposit, but which is formed of a series of gilded and silvered reflecting surface-bands, an arrangement which, it appears, gives luminous pencils having a greater penetration in fog and in the dark. It appears, too, that objects illuminated by projectors provided with such mirrors detach themselves with much greater relief, and that the intensity of the light is greater. Finally, the greatest advan-

tage offered by these mirrors is that their distortion through fracture is very slight, even after they have been submitted to violent shocks.

Nickel-Plating Without a Battery

Iron and steel may be nickel-plated without the use of a battery by operating as follows: First make a 10 per cent. solution of chloride of zinc in distilled water; to this, add 10 per cent. of sulphate of nickel, and then immerse in the bath the objects (previously well cleaned) to be nickel-plated. Leave them in the bath for about half an hour. Replace the water of the bath in measure as it evaporates. The sulphate of nickel must of course be pure and free from copper.

Plans are now on foot for an automobile line from Seminole, Texas, to the New Mexico border, and from there to Roswell, N. M., a distance of 268 miles from Midland.

Premier "Century" Car Welcomed Home

Great interest was evinced by Indianapolis motorists this week when the Premier, known as the "Century" car, on account of the task it set out to perform of running a century a day for 100 days, returned to that city.

A large party of local and out-of-town automobilists met the car at Greenfield, about 25 miles east of Indianapolis and gave Joseph Moore, who is driving it, a rousing welcome. The Premier Company stood treat at a chicken dinner. The condition of the

entire tour conforming to each day's schedule. At the close of the tour at Saratoga it went direct to Boston, and since then has been spending its time in the various eastern cities, including New York, Philadelphia, Baltimore, Washington, etc. This car has had as passengers in its daily run a large list of prominent people in the various sections.

The 10,000-mile mark, which equals 100 centuries, was passed at Pittsburg August 24, at 3.30 p. m. This, how-



WELCOMING PREMIER "CENTURY" CAR

engine in the car on its return, after being driven 10,625 miles, was a revelation to all, it showed no wear or noise. Not one part of its equipment has been replaced since the tour started.

The car's record is most interesting history, and results have shown the venture has been a most meritorious one, and that the car has easily been capable of doing all that is asked of it.

The "Century" car was last seen at Indianapolis early in July, when it took its departure for Buffalo to participate in the Glidden tour in the capacity of official press car, and went through the

ever, did not mean the end of the task undertaken, as the one hundredth day's run will occur September the 8th, but the total mileage of the car will probably run as high as 12,000 or 13,000 miles on account of covering a greater distance than 100 miles when traveling between cities, and also on account of adhering to the regular Glidden schedule.

The route from Baltimore, Hagerstown, Bedford Springs, Pittsburg and Columbus, returning to Indianapolis, is over the Glidden route as laid out in 1907.

Praise for A. C. A. Route Book

That the novel things contained in the A. C. A. route book, issued by the Bureau of Tours, are appreciated on the other side of the Atlantic, is evidenced by the following notice in the *Automotor Journal* of London:

The striking feature of the year book issued by the Bureau of Tours of the Automobile Club of America is the very excellent series of signs which are used to denote turnings, bridges, etc., in the route directions. A few minutes' study of the table of signs is quite sufficient to enable anyone to read through the various routes

very rapidly, and by the use of them it has been possible to include the 266 routes in quite a small compass. The work has been well carried through and it should prove a valuable acquisition to Americans touring in New York and neighboring States. In addition to the routes, the book contains a list of appointed hotels, garages, solicitors and doctors, as well as an epitome of the laws of the various States and the facilities and charges for transporting motor cars by ferry and other steamers. By the publication of this book, the A. C. A. adds another justification for its selection as the representative motorizing body of America.

International Grand Prix for Monaco

Regulations have been issued for the Monaco motor-boat meeting next spring, which is to take place from March 31 to April 11. The exhibition of craft is scheduled for March 31 and April 1, the preliminary trials on the sea, April 1 to 3, and the actual racing April 4 to 11.

An important feature of the meet will be an "International Grand Prix," which permits of three boats being entered from each country, the country of

origin of the motor determining the nationality of the boat. Otherwise the classes, distances and other details are practically as before, the racing over the mile and kilometre winding up the program on the last day.

The colors to be adopted for the boats of each country are: Great Britain, green; France, natural wood; Germany, white; America, black; Italy, red; Belgium, yellow, and Switzerland, iron gray.

New State Road Through Scenic Country

Orange County, N. Y., motorists are especially pleased with the State-Hill-Greenville-Port Jervis State road, leading to the Shawangunk Mountain, which has been opened to travel. The road is nearly 13 miles in length, and cost to build \$187,000. It is the most direct route into the Delaware Valley, and will be the main road to the Delaware Water Gap.

The acceptance by the State has not yet been made, but the contractors now permit the public to travel on it, so that by this route automobilists make the run from Newburg, the eastern end of the county to Port Jervis, the extreme

west, passing through Goshen and Middletown if desired, entirely on State roads except a short stretch from Monroe to Chester.

Motorists Have Street Car Lights Dimmed

Automobilists of Northampton, Mass., recently banded together and succeeded in having the brilliant, blinding searchlights in present use on the street railway lines dimmed. The automobilists contended that they were a constant source of menace and danger to automobilists at night, and that they were responsible for many accidents.

ISOTTA FRASCHINI

1908 Achievements of Stock Cars :

1. OVER THE CIRCUIT PAVO-DA BOVOLENTA, April 5th—Trucco and Minoia, driving Isotta regular stock 40 h. p. cars, finished first and second and established a world's record for 40 h. p. stock cars, averaging 76 and 75 miles per hour, and defeating all other Italian makes: Fiat, Bianchi, Züst, Rapid, Junior and S. P. A.
2. TARGA FLORIO RACE in Sicily, May; Trucco first, Giovanni 5th, won the Florio Cup, using 40 h. p. stock car.
3. SAVANNAH. Lewis Strang, in the Briarcliff winner covered 342 miles in 6 hours 21 minutes and



BRIARCLIFF TROPHY

1908 Achievements of Stock Cars (Continued)

- 20 seconds, winning the race at the rate of 53.8 miles per hour.
4. THE BRIARCLIFF TROPHY. Won on April 24th, 22 entries; Isotta first, averaging 46.15 miles per hour.
5. BRIDGEPORT HILL CLIMB, first in free-for-all and first in stock car class.
6. JAMAICA SPEED TRIALS, June 5th, 50 h. p. stock car, first in kilometer, mile and two-mile trials.
7. ELKWOOD TRACK, LONG BRANCH, N. J., July 4—Poole won 100-mile endurance race for stock cars, in 1h. 30m. 26 4-5s.

You can purchase for immediate delivery regular stock models of the Isotta Fraschini, duplicates of the winners of the above races

ISOTTA IMPORT COMPANY, 1620-22-24 Broadway, New York

Baker Electric

AN ELECTRIC RUNABOUT

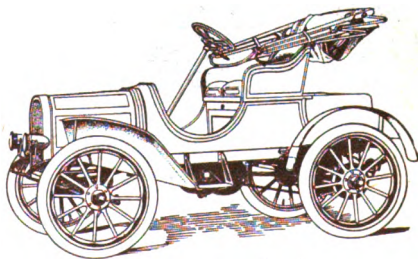
on modern automobile lines, without any little extra devices and attachments, which are liable to get out of order and thereby disturb the whole mechanism.

Six speeds forward, ranging from 13 to 22 miles per hour. Three speeds reverse.

Mileage capacity—depending on speed and road conditions—from 75 to 110 miles.

Body painted blue; running gear yellow.

PRICE \$1,800, F. O. B. CLEVELAND



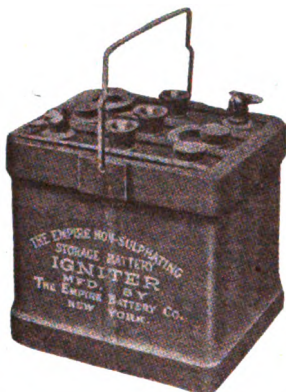
Model R Runabout

THE BAKER MOTOR VEHICLE CO., Cleveland, Ohio

Mention "Automobile Topics" when writing.

EMPIRE

The Only Non-Sulphating
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SIZE—6 volt; 60 amp. PRICE—\$16.00

Guaranteed for One Year
Write for Full Information

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(The Best Tubes Ever Manufactured)

ARE THE MOST ECONOMICAL

ONE YEAR'S CONSTANT SERVICE IN THE
BOSTON FIRE DEPARTMENT

HEADQUARTERS, FIRE DEPARTMENT, CITY OF BOSTON
Bristol Street, Boston, July 20, 1908.

DOW TIRE COMPANY, New York, N. Y.

Gentlemen:—Having used the Dow Non-Deflation Tubes since August 19, 1907, on the automobile used by Chief Mullen of this city fire department in his response to alarms of fire, I feel that, in return for the excellent results received from these tubes, I ought to inform you of same. Several persons have inquired of me as to their merits, and I have always spoken in the highest terms of them, but never felt that I could write you confirming my statements until such time as they had been in use for about a year.

We have given them all kinds of tests, and will truthfully say that they have withstood all punctures, and with the exception of "blowouts," which are liable to occur with any type of inner tube, they have given excellent satisfaction. Trusting this letter may be of benefit to you, I remain, yours very truly,

(Signed)

JOSEPH A. WEBBER, Lieut., Aide to Chief.

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A Terminal Clip with Each Plug

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Mention "Automobile Topics" when writing.

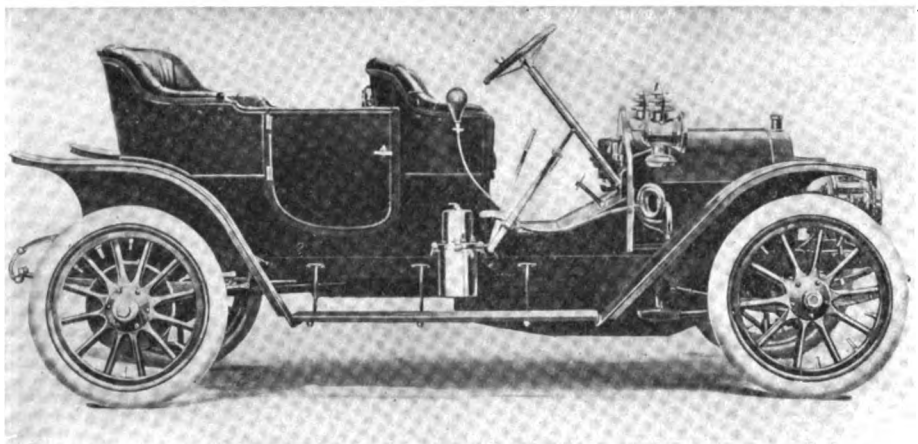
Details of Chalmers-Detroit "30"

One of the 1909 sensational automobile offerings is the new Chalmers-Detroit "30," a 24-30 hp., 4-cylinder car, at \$1,500. In the past there has been somewhat of a gap between the actually low-priced car and the medium-priced car. The Chalmers-Detroit "30" strikes a point between these two, which is sure to make its influence felt.

H. E. Coffin, designer of the car, has

for their alignment upon any attachment to the frame of the car. The entire power plant may be removed, if desired, by simply taking out six bolts. Crank case is a single aluminum casting—a simple, strong construction. The four-cylinder motor is rated at 24-30 h. p.

Throughout the motor and transmission, as well as throughout the running gear, annular ball bearings of extremely large size are used. These are duplicates in every way of the bearings used for sim-



THE SENSATIONAL CHALMERS-DETROIT "30"

embodied in it many features to be found on cars of much higher price. Included among these are the unit power plant, with its one-piece casting, multiple-disc clutch, selective type of sliding gear, giving three forward speeds, full-floating type of rear axle, and annular ball bearings throughout the car. Following are the details:

A new departure is the "unit power plant." Motor, clutch and transmission form a single unit. Working parts are all enclosed in a single case flooded in oil and thoroughly protected from dust. This construction is used on many foreign cars such as the Motobloc, Decauville, Hispano-Suiza, and others. It eliminates all possibility of parts getting out of line through road shocks. The transmission case and clutch are attached directly to the fly-wheel casing and do not depend

ilar purposes upon the Isotta Fraschini, Fiat, Mercedes and other \$5,000 and \$6,000 cars.

The crank shaft, which is short and stubby, of heat-treated steel, is carried upon large annular ball bearings, a construction used in the Delahaye, De Dietrich and other foreign cars.

The cylinder construction and valve arrangements follow the most advanced designs. All four cylinders are in a single casting, securing lightness, compactness and more satisfactory water jacketing. This construction is very largely used in Europe on such motors as the Hotchkiss, Aster and Argyll, Fiat, Unic, Mors and others. The short, compact motor permits the use of the short bonnet so typical of foreign cars. In the event of replacement (not likely to be necessary) the company will furnish an entire set of cylinders for what would ordinarily be charged for a pair.

Intake valves are placed in the head of the cylinder and exhaust valves at the side. This arrangement makes it possible to use very large valves. The $2\frac{1}{4}$ inch intake valve insures easy and quick admission of a large charge of gas.

Following the latest practice, both intake and exhaust valves have flat seats, giving the largest possible opening with the minimum lifting of the valve. The intake valve is operated through a rocker arm on the top of the cylinder. The work of operating the intake valve being very light there is no wear on the rocker arm and hence no noise. The cam shaft is a single drop forging, the cams being in one piece with the shaft.

The transmission is of the selective sliding gear type, giving three speeds forward and reverse. Changes from one speed to another are made direct without stopping in neutral. All shafts, gears and pinions are of alloy steel, thoroughly heat-treated and accurately assembled under the most rigid inspection.

The clutch is of the multiple disc type, used on the Isotta, Fiat, Argyll, Westinghouse and other foreign cars. It consists of alternating discs of hard bronze and steel. The former are connected with fly-wheel, the latter keyed on the main driving shaft of the transmission, all of them running in a bath of oil.

When the clutch is thrown out, these discs are allowed to separate, the bronze plates rotating with the fly-wheel and the steel plates remaining still. When the clutch is "let in" the springs jam both sets of discs together, gradually squeezing out the oil until the plates are in contact and the whole combination rotates. On account of the film of oil between the discs this form of clutch takes hold easily. It requires no adjustment and will not wear out. Both clutch and foot brake are operated by one pedal.

The bottom of the engine base is filled with oil. When the crank-shaft revolves, the ends of the connecting rods dip into this oil, splashing it all over the interior of the motor, lubricating every part. The level of the oil is regulated by over-flow holes which open into the oil reservoir below. Fresh oil is continually supplied from this reservoir to the engine base by a gear-driven pump. Partitions in the engine base prevent an excess of oil at either end when the car is on a steep hill. The continuous flow of oil is observed

through a single sight-feed on the dash. The lubricating system will require no attention other than occasional replenishment of oil.

Throughout the car, oil cups and grease cups have been provided wherever needed.

Cooling is by means of water circulated by a centrifugal pump through the jackets of the cylinders and thence to the vertical tube radiator.

The method of supporting the radiator is another of the many special features which mark the Chalmers-Detroit "30." Its entire weight is carried upon flexible supports at either side in such a way that twisting strains on the frame of the car cannot possibly cause leakage of the radiator.

The water piping is of brass solidly brazed, with no soldered joints. The fan runs on ball bearings and has hub and spider of one piece.

Provision is made for double ignition system. Regular ignition is by storage battery and coil. Magneto and independent set of spark plugs are furnished as special equipment. Both ignition systems are of the high tension type.

The wiring is very simple and compact. Wires from the coil to the spark plugs are carried along the top of the motor on insulated brackets. Wires from the magneto are led through a vertical brass tube.

On the Chalmers-Detroit "30," the same design of carburetter is used that has been used on the "Forty." Clean gasoline, strained before leaving the tank, is delivered to the carburetter through large seamless copper tubing.

A distinct improvement has been introduced in the design of the gas intake. Instead of the usual intake pipe, gas passages have been cast in the water-jacket-cover of the cylinders. Thus these passages are jacketed with warm water all the way from the carburetter to the combustion space of the engine.

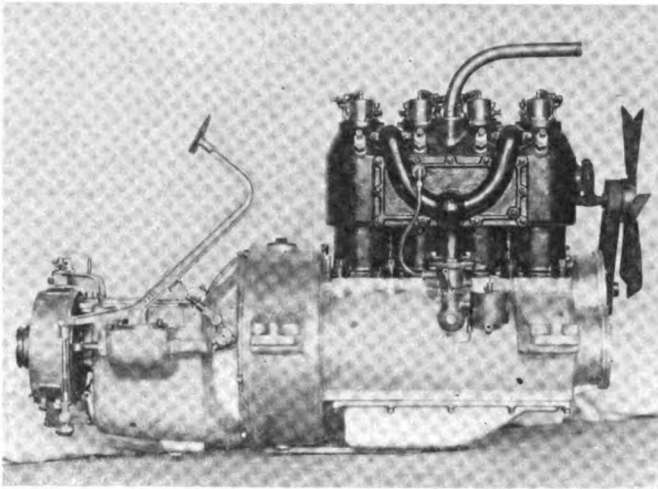
Power is transmitted to the rear axle by a heat-treated nickel steel propeller shaft. The shaft runs through a long tube or sleeve attached rigidly to the differential casing of the rear axle. From the propeller shaft the power is transmitted through the rear axle by means of bevel gears, the usual differential and two live axle shafts which drive the rear wheels. The weight of the car is not carried on these driving axle shafts, but upon

the heavy axle tube, inside of which the live axles run. The wheels run upon large annular ball bearings carried upon the axle tube. The live axle shafts and gears are of $3\frac{1}{2}$ per cent. nickel steel heat-treated.

The front axle is a single-piece heat-treated drop forging of new design, I-beam section. Spring seats are forged in

the toe-board. The muffler cut-out and "sprag" attachment (to prevent backing on hills) are located conveniently upon the floor and heels boards.

Special attention has been given to the matter of brakes. Rear wheels are equipped with metal to metal internal expanding brakes, operated by the hand lever. They are of unusual size, 14 inches



THE UNIT POWER PLANT

one piece with the rest of the axle. The center of the axle, which is dropped slightly to protect the mechanism, is the lowest part of the car. It has 9 inches ground clearance.

Steering cross-rod is placed behind the front axle, out of harm's way. Upon the right-hand steering arm bosses have been added for attachment of speedometers. The front wheels are fitted with annular ball bearings of extremely large size for the weight of the car.

Spark and throttle levers are located upon the top of the steering wheel. The steering gear mechanism is of the adjustable worm and gear type.

The clutch and transmission brake are both operated by a single pedal. Pressure on this pedal first throws out the disc clutch. Continued movement of the pedal applies the brake on the drive shaft. This arrangement leaves the right foot free to operate the throttle. Instead of a button or lever on which the foot must be held for varying throttle openings, a swinging movement has been adopted, permitting the foot to rest squarely upon

diameter by 2 inches face. The foot brake is on the drive shaft immediately behind the transmission.

In addition to the brake equipment, a safety device or ratchet "sprag" is furnished, which prevents the car from backing down hill should the motor be stalled, or the operator become confused in shifting gears during the ascent. This ratchet is on the inside of the drive shaft brake drum. It can be thrown into engagement at will.

Wheels are of the usual artillery type, 32 inches in diameter, fully two inches larger than the wheels generally employed on cars of this size. Hub flanges are of extra large diameter. The car is fitted with $\frac{3}{4}$ -inch tires.

One of the newest and most distinctive features of the Chalmers-Detroit "30" is the use of three-quarter elliptic rear springs. The front eye of the rear spring, where it is anchored rigidly to the frame, is fitted with a rubber bushing, which cushions the road shock.

Carl H. Page & Co. are the New York agents for the Chalmers-Detroit line.

Processes of Electric Welding

The present processes of electric welding are divided into four classes, viz.: (1) the Zeren process, in which is formed a voltaic arc, which, under the action of an electro-magnet, impinges upon the metallic piece to be welded; (2) the Lagrange-Hoho process, in which the point to be welded is placed in a solution of a soda salt, while a wide metallic surface is employed as a positive electrode; (3) the Thomson process, in which strong alternating currents are sent through the metallic piece to be welded; and (4) the Benardos process, in which a voltaic arc is formed between a carbon electrode and the metallic piece to be welded.

This latter process is at once simple and applicable for the most diverse purposes, since it does not necessitate a complicated installation. In fact, the equipment consists of a rheostat (grill or hydraulic type), a carbon electrode, fire-clay or blocks of carbon for forming a mould, and a source of energy capable of giving from 75 to 100 kilowatts of energy at from 100 to 125 volts.

When it is desired to effect a welding, the positive terminal of the circuit is fixed to the piece to be welded, in order that the current may pass from the metal to the carbon. Afterward the

carbon is placed in contact with the metal in order to produce a voltaic arc of $1\frac{1}{2}$ inch or more. The arc is allowed to act upon the piece to be welded until the metal enters into ebullition. The electrode must be manipulated in such a way that the metal becomes heated all around the point at which the welding is to be effected. In this way too rapid a cooling of the molten metal is prevented. When the metal enters into ebullition there is inserted into it the end of an iron rod, which is allowed to melt until the cavity is filled. The operation must be performed without any cessation, in order to prevent the formation of scoria.

When it is not a question of filling a cavity in the metal, but rather of causing the disappearance of a mechanical enlargement, a mould of fire-clay or blocks of carbon is formed and the process described above is then followed. If the operation is properly conducted, the welding point should exhibit a tensile strength equal to 75 per cent. of that of the original mass. A cavity one inch in diameter and one and a half inches in depth has thus been filled with metal in fifty-six seconds. In this case the tension of the voltaic arc was from 50 to 63 volts and the intensity from 550 to 650 amperes.

Why the Tires of Racing Cars Burst

Many persons are astonished at the extraordinary number of burstings that occur in the pneumatic tires of racing cars, especially on occasions such as that of the recent Grand Prix. In order to explain the cause of this, the fact must be recalled that rubber begins to vulcanize at 250° F., and, consequently, at such temperature, to lose its properties.

Now, careful experiments have shown

that at 60 miles an hour the temperature in the inside of the tire reaches 147° , and, at the tread, 220° . At 90 miles the temperature become 210° internally and 292° on the tire. Finally, at 105 miles (the speed attained at certain parts of the circuit in the Grand Prix), the inner tubes contain air at 240° , and the tires must show 320° , a temperature at which they literally melt.

PREVENTIVES AND REMEDIES

It will be found that many back axle cases have a screw plug at the bottom of the differential case, so that the procedure of swilling with kerosene can be carried out in precisely the same way, but it is, of course, best to jack the wheels up and turn them round by hand a few times to stir up the kerosene and the oil before letting out the mixture. As a rule back axles want very little grease, and a good thick oil is all that is required, and it is much better to put in a little and often than to put in a large dose at one time, as the oil works its way along the axles and then back along the wheel hub out on the brake drums, whence it splashes the tires on the inside badly. However, very few back axle cases have any means by which the user can tell whether he has put in sufficient oil—and a careful man likes to be on the safe side—so the only thing to do is to put in enough, and then, if it comes out on the tires, to let out a little through the screw plug. Very few back axles require more than about three pints of oil, so far as our experience goes, though in warm weather it is just as well to put in two pints of oil and about the equivalent of another pint pot full of grease. Some makers will inform the owner, on application, how much oil and grease should be applied to the gear box and back axle, but a good many do not seem to know, though, of course they know how much it takes to fill a crank chamber to the proper level. On chain-driven cars, where the countershaft is away from the change-speed gear box, the treatment should be the same as far the back axle.

When a motor, which is equipped with magneto ignition, does not pick up well, and seems to fail to secure a spark sometimes at slow speeds, it may signify a loss of magnetism, but such failure is comparatively rare. It is possible, however, to roughly test a magneto simply. If one will press a thumb and finger respectively on the armature spindle and magnet and turn the armature, he should experience a slight shock. In any case it will not be sufficient to cause discomfort, but if very slight the magnets are probably weak. By placing one hand on the spindle and the other on the magnet, and securing

somebody to turn the armature by cranking the engine, a smarter shock should be felt. If the magneto is all right, the fault will probably be found in some inaccuracy in the timing. This is generally a slight advance on the correct point, and if retarding the ignition does not cure it the magneto should be retarded by readjustment. This, however, is a matter for skilled experience.

There are many instances when one is working about an engine when time would be saved if it were not necessary every time to have to find a screwdriver of a certain size to unfasten a small screw. It is a very simple matter to convert an ordinary screw into a thumb screw, and it will be found well worth while to spend a little time in effecting the change. Obtain a narrow strip of hard rolled sheet brass (or strip iron) a shade thicker than the slot in the screw and half to three-quarters of an inch wide. Trim the edge with a file, that is one end of the strip, so that it may be knocked tightly and squarely into the slot of the screw. Now hold the screw, supported on the strip, in the bunsen flame for a few moments and touch the edge near the slot with a stick of solder wetted with the usual chloride of zinc or "killed spirits." The solder will run in and around the joint, making all strong and secure. Cut off with a cold chisel or nick across with a file and trim the corners with a file.

Never fill a mechanically-operated lubricating tank when the engine is running, as air locks are apt to occur.

Automobiles that are upholstered in light-colored leather frequently present an appearance of untidiness which can be easily overcome. To clean and remove stains from light-colored leather the following mixture may be used with good effect: Boil a pint of milk, let it cool and add one drachm of sulphuric acid. Shake well and then add half a drachm of oil of lavender, one pint of vinegar and the white of one egg beaten to a froth. Keep in a tightly corked bottle. Rubbed on the leather with a soft cloth, it greatly improves the appearance and removes the stains.

SOMEWHAT PERSONAL

September is without doubt the most delightful month of the year for automobile touring. The roads are generally less dusty and the autumn foliage makes the country attractive. Bretton Woods, that mecca of motorists in the White Mountains is crowded to overflowing with fall tourists, and in fact has been for several weeks past. Among others recently arriving there were Mr. and Mrs. H. J. Gee, Mrs. John Stewart, Pierce Vanvleck and Wm. H. Pierce, of Baltimore; Miss L. Lloyd, Easton, Md., and Mr. and Mrs. Roger Upton, Marblehead, Mass.; Mr. and Mrs. S. Hoxie Clark, St. Louis; Mrs. G. E. Martin, Bradford; Lewis Emery, Tulsa, Okla.; Mr. and Mrs. John Sinnott, Villanova, Pa.; Mr. and Mrs. H. C. Buckminster, Beach Bluff, Mass.; Mrs. B. Brewster, Miss Stebbins, Miss Dow, New York; Mr. and Mrs. C. C. Beverne, Newburg, N. Y.; Mrs. J. E. McAllister, Mr. and Mrs. W. H. Hayes, Boston; Mr. and Mrs. E. F. Leland, Brooklyn; and Mr. and Mrs. William P. Fowler, Boston; Warren Dubois, Medina, N. Y.; Mrs. S. A. Lewis, Washington, D.C., and Mr. and Mrs. J. O. Dubois and Mrs. W. E. Dubois, Kennebunk, Me.; Mr. and Mrs. John W. Grant, Miss Margaret Grant, Master W. Grant, Mrs. John Stanton and Mrs. William D. Grant, Atlanta.

Of the tourists taking advantage of the roads around Saratoga and Lake George are Mr. and Mrs. F. E. Youmans, of Savannah, Ga.; J. J. Kennedy, of Montclair; Rush R. Sloane, Jr., and Louis W. Young, of Sandusky, O.; Mr. and Mrs. Frank Trumbull, New York; W. A. Malduff, of Jacksonville, Fla.; F. J. Stienon and Joseph O. Low, New York; Mr. and Mrs. H. B. Shepard, I. M. Shepard, E. B. Shepard and H. W. Shepard, Marion, Mass.; Mr. and Mrs. W. H. Matthews and Mrs. L. H. Smith, Rochester, N. Y.; Mr. and Mrs. A. P. DeSanno, Miss DeSanno and Mr. and Mrs. Chas. H. James, Philadelphia.

Mr. and Mrs. I. A. Shaw, Mr. and Mrs. E. C. Lewis, and Miss E. Lewis, of Chattanooga, Tenn., are touring the Berkshires in a Fiat car. Other Berkshire tourists include Mr. and Mrs. R. V. Hanlin, of New

York, in a White; Mr. and Mrs. E. B. Walker, Miss May Walker and Miss Nellie Sherman, of Pittsburg, in an Autocar; and Mr. and Mrs. J. C. Doyle, E. T. Doyle and James C. Doyle, of Trenton, N. J., in a Pierce car.

A New England automobile tour is being enjoyed by a New Orleans party consisting of Mr. and Mrs. J. Dibert, Miss Maud Peterson, Miss Lottie Porter and Miss Katherine and Miss Eva C. Ballard.

Automobile touring in the Green Mountains is being indulged in this year more than ever before. Some of the most beautiful scenery in New England is to be found in Vermont, and the itinerary of motorists visiting that section nearly always includes a trip to this State. A popular run this year has been through the Berkshires, to the White Mountains, then across through Vermont and down from Lake Champlain to Lake George, thence south to New York via the Hudson River route. Of the Green Mountain rendezvous, Manchester is apparently the most favored. From early in the season the hotels there have been thronged with motoring guests. Among those lately making short stops there were Mr. and Mrs. Herbert Dupuy, Miss Eleanor Dupuy and Miss A. M. Dupuy, of Pittsburg, in a Peerless; Mr. and Mrs. M. H. Forrest and H. M. Forrest, of Lakewood, in a Pierce Arrow; Chas. W. Welsh, of Philadelphia, in a Fiat; Mr. and Mrs. G. A. Hollister and Mr. and Mrs. W. A. Montgomery, of Rochester, in a Thomas; Dr. Chas. G. Stockton and Miss Stockton, of Buffalo, in a White; and Mr. and Mrs. H. De B. Parsons, Livingston Parsons and Miss Katharine Parsons, of New York, in a Pierce Arrow.

General Manager Alfred Reeves, of the American Motor Car Manufacturers Association, who has been on a vacation up in Maine, returned to his office this week.

A 2,000-mile automobile trip through Maine and New Hampshire is being made by H. F. Blanchard of Worcester and Henry McNair, of Boston.

SOCIETY

European automobile tours are being brought to an end, and the tide of travel in a short time will be pronouncedly toward America. Quite the proper thing, however, for the tourist who has spent some time driving over the magnificent continental highways is to spend a little time in the French metropolis before returning home. And, incidentally, this rest gives the fair members of the touring contingent an excellent opportunity to investigate the latest Parisian styles, a very important factor, of course, in any foreign trip. Of those who have completed lengthy tours and who are now stopping in Paris are: Mrs. Morris K. Jessup, General and Mrs. Charles Miller, Mr. Frank T. Iselin, Mr. and Mrs. Eugene Bogert, Mrs. Jennie Delaney Rice, Mr. and Mrs. Arthur B. Shelton, Mr. and Mrs. N. Bentz, Mrs. B. F. Yoakum, Mrs. J. W. Condit, Mr. Frank Brown, Mrs. James Burden, Mrs. Payne Whitney, Mr. and Mrs. H. H. Porter, Jr., Mr. John W. Gates, Mr. and Mrs. Stuyvesant Fish, Mr. and Mrs. John McFadden and Mr. and Mrs. Francis T. L. Lane.

Prominent among those returning this week from tours abroad are Mr. J. Pierpont Morgan, Mr. Charles Steele, Mr. H. B. Hollins, Mr. Lewis C. Ledyard, Mr. and Mrs. Huntington Wilson, Mr. E. M. Bassett, Senator Daniels and Representative Vreeland. They have all indulged in motor trips.

A continuous round of entertainments, with numerous house parties and dances, prevails at Lenox. Short automobile trips through the Berkshires seems to be the favorite pastime, and this pleasure promises to continue until late in the fall. Among others seen on the roads are Mr. and Mrs. Archibald E. Reid, Miss M. L. Post, Mr. and Mrs. W. Y. Simpson, Mr. and Mrs. Frank Morgan and Miss Morgan, Mr. and Mrs. Edward H. Bouton, Mr. and Mrs. Chester M. Dawes, Mr. and Mrs. Frank V. Ainslie, Mr. and Mrs. Herbert W. Coe, Mr. and Mrs. O. B. Judson, Mr. and Mrs. J. S. Singer, Mr. and Mrs. C. C. Singer, Mrs. H. W. Warren, Mr. and Mrs. S. J. Rodman, Mr. and Mrs. W. F. Robinson, Mr. and Mrs. C. D. Mapleson, Mr.

and Mrs. F. R. Farquahar, Mr. and Mrs. F. L. Miller, Mr. and Mrs. T. J. Spencer, Mr. and Mrs. W. E. Jackson, Mr. and Mrs. Robert Powers, Mr. and Mrs. J. T. Miller, Mr. and Mrs. F. K. Mathews, Mr. and Mrs. M. S. Porter, Mrs. E. H. Liss, Miss Lillian A. Donnelly, the Misses Harriet, Elizabeth and Sarah Barrett, Mr. and Mrs. John F. Berry, Miss Margaret Berry, Mrs. F. M. Snyder, Misses J. E. and J. L. Snyder, Mrs. S. W. Waldron and Mrs. Albert Merritt.

One of the prominent society women of Holyoke who is an enthusiastic automo-



MISS LEILA M. WEBSTER

bilist and delights taking her car over the numerous mountain roads in and around that city is Miss Leila M. Webster.

The gay season at Narragansett Pier, which has been at its height for the past few weeks, is beginning to wane. The constant arrival of automobile parties, however, will keep things lively in the various hotels for some little time, and in the cottage colony there will be a great deal of entertaining way into the fall. Among other notables now there are Miss Dorothy Randolph and Miss Emily Randolph, P. F. Collier and Dr. and Mrs. Joseph Leidy.

C L U B S

A co-operative plan to suppress automobile speeding through Kenilworth, a suburb of Chicago, has been entered into by the police of Kenilworth and the Chicago Automobile Club. During the last week of July every car driven through Kenilworth was timed over a measured stretch, in order to determine the rate of speed at which they had been traveling, about 400 cars being timed. The board of directors of the club recently decided to send circular letters to all the owners of the cars whose time had been taken. Those who complied with the law will receive commendatory letters, while those who violated it will receive letters clothed in more or less severe terms, according to the degree of the violation. All of the drivers will be assured that there will be no prosecutions for violation of the law unless other violations follow.

A special committee of the Motor Club of Harrisburg, consisting of Dr. John Oen-slager, Claude Myton and James McCormick, Jr., are having painted and soon will begin the placing of twenty-five guide-boards at the forks of important roads in Dauphin, Cumberland and Perry counties. These guide-boards will be different from those that are placed by township supervisors, when any are placed, in that they will only indicate through routes and will not state distances. For instance, at a point across the Susquehanna at the forks of an important road, signs will indicate the roads to be taken to York, Gettysburg and Carlisle and to Sterritt's Gap and Duncannon direction being indicated by an arrow. The purpose is to put up these signs at all the most important points where main roads meet and diverge.

Boone, Ia., motorists recently organized an automobile club, officers being elected as follows: E. O. Montgomery, president; Dr. G. H. Stanger, first vice-president; Dr. C. W. Payne, second vice-president; K. C. Kastberg, secretary; J. H. Robert, treasurer. The club starts with 18 charter members.

Forty-eight automobiles carried the 300 orphans of two Milwaukee asylums to Washington Park on Tuesday, September 1, the occasion being the annual outing

for Milwaukee orphans by the Milwaukee Automobile Club. At 8.45 the cars lined up, took the children to the park and at 2.45 gathered them in and gave them a ride about town.

The LaCrosse (Wis.) Automobile Club is being helped in its efforts to curb automobile speeding by Mayor W. A. Anderson. The mayor has a system whereby each speeder is brought before him, examined in true Scotland Yard style, lectured, and sent away to sin no more. It works every time, he says. Mayor Anderson's example is to be followed by other city executives, and he will explain his system before the annual convention of the Wisconsin League of Municipalities at Oconomowoc, Wis.

The recently-formed Motor League of Rhode Island, besides seeing that every Rhode Island automobilist who pays a fee under the new State law does so under a formal and legal protest, has undertaken to have every town clerk in the State send it information and data upon what action has been taken or is being taken by the town council in the matter of posting guide-boards at highway corners. The town councils are required by law to see that such sign-boards are posted and the league intends to see that the towns obey the law to the letter.

The annual meeting of the Wisconsin State A. A. will be held in Milwaukee on Wednesday, Sept. 9. This brings the meeting during the Wisconsin State fair, which generally brings out hundreds of owners from every part of the State and makes possible a full attendance of members of the W. S. A. A.

The St. Joseph (Mo.) Automobile Club announces that a reward of \$100 will be paid for the arrest and conviction of any person who throws stones or missiles of any kind at automobiles in St. Joseph, Mo., or vicinity, or in any other way interferes with the peaceable progress of motor cars. The offer of this reward is the result of numerous outrages against motorists that have been committed in the city and the suburbs lately, and it is the intention of the officers of the automobile club to spare no effort to punish the persons who commit them.

S P O R T S

Boston and other New England motorists are evincing a great deal of interest in the Bay State Automobile Association's 24-hour endurance run, which starts on September 23. Entries are beginning to come in, and it is expected a large list of competitors will be nominated before September 18, the date of closing. Secretary Charles, of the Touring Committee, is making arrangements for a trip to be made by the committee over the route for the purpose of locating the controls and arranging the running schedule. It will be no easy task to lay out the running schedule, for with 375 miles to cover in 24 hours the average speed must be about 15.6 miles an hour. Coming down through the mountains in the dark on the return trip it will be impossible with safety to allow a speed of more than 10 or 12 miles an hour, while on the good roads at the beginning and end of the run the speed cannot be over the legal limit of 20 miles in the open country and 12 miles or less through thickly settled sections. The committee will give careful attention to the schedule, endeavoring to make it fair to all; and when the time schedule is arranged it must be adhered to strictly, as there will be a pacemaking car which cannot be passed without incurring disqualification. The committee also will be strict in the matter of penalizing machines for arrival at controls ahead of time. The committee is making arrangements to have luncheons provided at two points at least besides Bretton Woods. On the outward leg of the run it is probable that plans will be made so that the cars can take on box luncheons at Portsmouth. Dinner will be served during the one-hour stop at Bretton Woods, and it will be ready so that the contestants will lose no time in this control. For breakfast the next morning lunches probably will be handed out as the cars pass through Concord, N. H., or some other convenient place on the return journey. The cars should reach Boston about luncheon time of the second day.

A 180-kilometre race for light cars, known as the Circuit du Languedoc, is being organized by the Sporting Club de Nîmes for October 11. It will be held on a 30-kilometre course, which, starting at

Saint Gervazy, takes in Bezouze, Lafoux and Collias, this having to be covered six times.

The Milwaukee Automobile Club is planning another two-day's outing-tour this season. The route under consideration is from Milwaukee to the Mississippi River and return.

Bert Dingley, the ex-Vanderbilt Cup race driver, again has the racing fever, and it is expected he will be seen in San Francisco track events this fall. Dingley is said to be anxious to handle a Thomas raceabout in the race meets on the coast.

A small-car race over a 62-kilometre course in France, taking in Caen, Bayeux and Tilly-sur-Seules, was held a short time ago. The course had to be covered four times, making a total distance of 248 kilometres. There were three classes: 1. Grand Prix voiturettes, won by Alycon, in 2h. 49m. 25s.; 2. light voiturettes, won by Aires, in 2h. 47m. 21 3-5s, and 3. selling-car class, won by Aires, in 2h. 47m. 48 1-5s.

Arrangements are being made by the Motor Club of Harrisburg, Pa., for a race meet to be held on the Middletown Fair Grounds track on Saturday, September 19. From the present outlook the event promises to be an interesting one.

A light-car race, under the auspices of L'Etoile Sportive Caennaise, was held in France last week on a 62-kilometre course, taking in Caen, Bayeux and Tilly-sur-Seules, this having to be covered four times to give a total distance of 428 kilometres, or 267½ miles. There were seven starters in the class for cars of the Grand Prix de Voiturettes type, Barriaux on an Alcyon proving the victor in 2h. 49m. 25s., Bac on a Werner being only 27 seconds behind. The winner's average speed was equal to nearly 55 miles per hour.

A reliability trial of industrial vehicles is being organized by the Austrian Automobile Club. The event is to be held from the 23rd to the 31st of October next in North Bohemia and Moravia. A circular course will be provided which shall take in as many towns as possible, and so bring the vehicles under the attention of a maximum number of prospective buyers.

HIGHWAYS

The Minnesota State Supreme Court has declared unconstitutional the law passed in 1907 providing for county superintendents of highways. The law was passed on recommendation of the road experts who were responsible for the establishment of the Minnesota State Highway Commission, and its beneficial effect was being felt throughout the State. The law is overturned on the ground that it is not general legislation, as it exempts cities of over 200,000 inhabitants. The counties outside of Ramsey and Hennepin, in which St. Paul and Minneapolis are respectively located, will therefore be compelled to return to the old system of road supervision by town and county boards and road overseers. "The decision of the Supreme court is a setback to the good roads work in Minnesota," said George W. Cooley, State Highway Engineer, "but I believe it will result in good, that it will call general attention to the need of more careful legislation on the subject. The people throughout the State are now thoroughly in sympathy with the scheme of concerted action for road improvement and they recognize the need of scientific road supervisors for this sort of work in each county throughout the State of Minnesota."

An interesting bit of information regarding the dust problem in Greece, comes from Consul-General George Horton, of Athens. "There is probably no city in the world," he says, "where dust is so pronounced a nuisance and so difficult a problem as in Athens. During the spring months especially, when residence in the city would be otherwise delightful, winds prevail which sweep the dust into thick clouds comparable to nothing but sandstorms in a desert. The city authorities have been fighting this plague with the limited means in their power. Several of the principal streets and squares have been covered with asphalt and as much water is used for sprinkling as can be spared, but the supply is inadequate. Salt water could be brought up from Piraeus, a distance of only ten miles, but there is a fixed objection to this, as it is generally believed here that salt water used on the roads is injurious to the eyes and destructive to

vegetation. I recently submitted to the Mayor and the City Council a report of the commission of public parks of a Western city on the successful use of oil in that place for sprinkling. The report aroused considerable interest, and I received a letter from the Mayor, wherein he desires me to secure the following information relative to the sprinkling of the streets with petroleum. 1—Is the oil used the ordinary oil for lighting or some other kind, unclarified? 2—At what price can the oil be bought and where? 3—How is the oiling done; that is, are the streets prepared beforehand or is the oiling done in the same manner as water is applied; if not, how? 4—Is there a company that contracts for this kind of work; if so, on what terms would it undertake experimental operations in Athens?"

Considerable criticism has been voiced against the repair work which has recently been done along Jerome Avenue by the Yonkers authorities. The New York City authorities are having Jerome Avenue fixed up between 229th and 233d Streets, but drivers who have seen the work done between the city limits and Yonkers Avenue declare the repairing will have to be done over in a few months. They say that large stones were first placed and then dust distributed over the large stones instead of fine crushed stone, which is usually employed as a surfacing material.

The Glenwood Springs (Colo.) highway authorities are planning for the construction of a number of roads leading out from that city. Already work has been started on the road from Carbondale to the marble quarries in Gunnison County. When completed it will give a stretch of 45 miles, which will be much patronized by automobiles.

The good roads question will receive a most thorough dissection during the annual meeting of the Wisconsin League of Municipalities at Oconomowoc, Wis., on September 2, 3 and 4. Mayors and city engineers of all the larger cities are scheduled for addresses on this topic. It is a fact that during the last year the good roads problem has become one of the foremost for cities in Wisconsin, and the growing use of the motor car is considered responsible for the awakening.

A E R O N A U T I C S

Active preparations for the international balloon contest scheduled to start from Berlin on October 11 are being made by America's delegates and contestants, and within the next two weeks the team of three, with some of the alternates, assistants and official representatives, will be on the grounds of the Berlin Aero Club. L. D. Dozier, President of the Aero Club of St. Louis, sailed last week to represent his club, which conducted the event in this country last year, and is standing sponsor for Lieut. Frank P. Lahm, who brought the international trophy to America two years ago. The St. Louis Club had a new balloon built in Paris for the Berlin race. While Lieut. Lahm has not yet obtained leave of absence to compete in the race, pressure has been brought to bear to secure this. The only thing that may prevent Lieut. Lahm from going abroad will be the necessity of his presence at Fort Meyer next month during the Wright and Herring aeroplane tests. In case Lieut. Lahm cannot go, his alternate, N. H. Arnold of the North Adams Aero Club, will take his place. The third member of the American team, J. C. McCoy, is now in Paris superintending the construction of a new balloon. Alan R. Hawley, acting president of the Aero Club of America, will sail for Europe next month, and he, with President Cortlandt F. Bishop, will represent the club at the Berlin competition.

Count Zeppelin, the German balloonist whose mammoth dirigible was recently destroyed after it had successfully completed a continuous 12-hour journey, has announced that he intends to found an institute for the investigation and solution of the problems of air navigation in the interest of German industry, defense and science. The contributions made by the public, he says, are now far beyond the sum necessary to replace the destroyed airship and beyond the sum he intends to accept toward the recuperation of his private fortune, which was spent in airship experiments. All of the surplus now on hand and all further contributions will be added to the endowment of the institute. The bank at Stuttgart which is receiving the subscriptions has \$500,000 de-

posited to Count Zeppelin's credit, and this amount is probably \$250,000 less than the amount subscribed, and which will be available later.

Unfortunately Captain Ferber, the French aeronaut who has been quietly bringing his aeroplane nearer perfection, has been recalled to his regiment. He has, however, left the machine in good hands. His foreman, Legagneaux, will carry on the experiments at Issy-les-Molineaux. The latter entered recently for the third prize offered by the Aero Club of France to aeroplanes which succeeded in flying 200 metres, and it won it with a flight of 256 metres. The two preceding prizes were won by MM. Delagrangé and Bleriot. Very little publicity has been given to the work of Captain Ferber, but he has recently made great progress and has flown many times more than a kilometre. He has also risen as high as fifteen and twenty metres in the air. His aeroplane is somewhat similar to that of Mr. Wright's. It was built in conjunction with an American engineer and is on the biplane system of two superposed wide, single surfaces, one of which is articulated to aid the balance. A small movable plane in front acts as aid to control the rise and fall.

According to advises from Rome, what might be called an all Italian dirigible balloon of the capacity of 2,500 metres is being built for the Italian army, all parts having been made in Italy. They are ready to be mounted, but it will be some months before the experiments begin. The motor, which is of 80 hp., has already been tried on a hydroplane on Lake Bracciano. It furnished high speed as well as demonstrating the efficiency of the air propellers.

A Montreal inventor has gone to Paris to experiment with an aeroplane of his own design, the principal feature of which is that it can rise directly into the air without having recourse to wheels.

The first Russian Aero Club has just been formed at Odessa, with Gen. Baron Kaulbars as president.

British Radiator Efficiency Investigations

Considering the attention given by motor car makers in recent years to single lever control, the gate change system, and other purely mechanical matters which have come to be looked upon as having developed and improved the car as a whole, the writer has often been struck with the neglect to which the cooling system has been subjected, says Dr. W. R. Ormandy, in the *Autocar*.

It would be beyond the scope of a single article to deal exhaustively with the unnecessary complication of the popular pump, fan, and radiator system as compared with the simplicity of the thermo-syphon system, and indeed any arguments brought forward to-day in support of the former appear so far lacking in substantial basis that we have no inclination to take those arguments seriously. It is sufficient to recall the fact that several firms are using the thermo-syphon system, have used it for many years, and have no intention of discarding it until something still better appears to take its place.

A correspondent of the *Autocar* some time ago asked whether he could be supplied with figures to show the efficiency of radiators, and the question appeared to the writer of such importance as to warrant devoting a wet afternoon to obtaining such figures. A complete efficiency test of any pump-fan-radiator system would be a comparatively long task, whereas the efficiency of the radiator is readily obtained, and will doubtless be useful to many, although the results do not pretend to the accuracy which would be expected of determinations carried out in a properly fitted testing laboratory. Such tests should, of course, form part of the duty in every works, but very few understand their value or will trouble to undertake them, much less divulge the results for

the "benefit of their competitors." Hence this search after facts by the humble investigator who is careless of the single maker but anxious for advancement of the industry.

The experiment was made upon a two-cylinder Belsize engine made in 1905, the necessary details to be given as follows: Bore, 4 in.; stroke, 4¼ in.; Albany radiator, with about 1,300 hexagonal-ended tubes, with indented sides, forming a honeycomb type; total surface approximately 43 square feet, including nearly 2 feet of other than tube surface; the fan, running at twice engine speed, has six blades, 6 in. by 2 in.; thermo-syphon system, no part of which was ascertained to have a less cross sectional area than that of ¾ in. bore; front surface of radiator tubes, about 17 in. by 15 in., showing the whole to be what would generally be considered a rather small radiator for a 12.6 hp. (R.A.C.) engine. It should be added that the water has never been known to boil, and that losses have never exceeded a pint in one hundred miles, and are generally much less.

The temperature of the radiator was obtained by inserting the bulb of a thermometer into the water entering at the top, whilst for ascertaining the temperature at the bottom the bulb was plugged into one of the lowest air tubes.

The rate of flow of the circulating water was ascertained from the gauge pressure set up in a glass tube with its open end facing the current of water entering the radiator, afterwards producing the same pressure from an external water supply and measuring the rate of flow into a gallon measure, the conditions as to levels being the same in each case.

The principal observations were as follows: Temperature of water entering radiator, 164° Fahr.; temperature

of water leaving radiator, 90° Fahr.; rate of water circulation, 110s. per gallon (or about 33 gallons per hour).

The above figures were obtained with the engine running light in the shed, but subsequent tests on the road, and after fifteen miles running, showed very little difference, due, it may be assumed, to the increased cooling effect of the passage of more air through the radiator on the road.

In the particular instance chosen, the ratio of cooling surface and fan efficiency in relation to the fuel consumed is such that under all ordinary working conditions a state of equilibrium is attained when a temperature of about 160° Fahr. is arrived at. It is interesting to note that this temperature is very nearly that which was found in Edge's experiments to allow of the maximum power being developed with the Napier engine. As most motors make use of the same type of carburetter—float and jet—it is probable that the temperature of maximum efficiency will not vary between wide limits, but the exhaustive experiments carried out in Berlin on alcohol driven engines with hot and cold induced gases have rendered it abundantly clear that the temperature of maximum efficiency is largely dependent on the physical state of division of the fuel employed. With fuels having a comparatively slow rate of combustion and a high latent heat of evaporation it is to be expected that the temperature of maximum efficiency will be higher so long as a type of carburetter is employed which allows the fuel to enter the cylinder merely in a state of mechanical division and not in the form of a gas.

Though the fact may be known, we have not seen it pointed out that the thermo-syphon system acts to a great extent as a thermostat tending to maintain the temperature between narrow limits under widely divergent conditions

of fuel consumption and speed. In the thermo-syphon system the cylinder walls rapidly attain the temperature of maximum efficiency, because not until this temperature is approached will there be sufficient hydrostatic head to cause that circulation which will bring a fresh bulk of cold water in contact with the walls. Automatically, then, the rate of movement of the water is regulated by the speed at which this temperature of efficiency is attained. It is well known that certain portions of the cylinder tend to attain a higher temperature than the remainder; automatically these portions of the cylinder are more rapidly reduced in temperature than the remainder owing to the increase velocity of the circulation at these points. In the pump system, though the amount of water caused to pass through a cylinder casing may be vastly in excess of that passing in the case of a thermo-syphon system, it is possible to have strong local overheating, as the path of the water is conditioned by purely mechanical considerations, pockets and areas of comparative quiescence being of frequent occurrence.

With a powerful pump and a good fan, the temperature of the water, when the engine is running on a light load, may never approach the temperature of maximum efficiency, and a pump system with its various parts so regulated that under ordinary conditions the maximum efficiency temperature was attained would almost invariably be liable to overheating under the less usual conditions of maximum load at low velocity.

In the course of the experiments the effect of the fan in cooling was very evident from the fact that the temperature of the water leaving the radiator increased from 90° to 106° within two minutes of stoppage of the engine, but a still further observation was of much

greater interest. During the run of the test (about twenty-five minutes), and while the temperatures remained fairly constant, the temperature of the radiator was observed at a point about half-way down, and was found to be only 112° Fahr. Now it must be quite evident from comparison of the three temperatures, 164° , 112° and 90° , that the cooling effect was far greater towards the top than the bottom of the radiator. Indeed, the whole lower half of the radiator could very well have been dispensed with and yet maintained the water in the cylinder jackets at a temperature well below boiling point, and not much above the temperature of maximum efficiency. It cannot be too strongly insisted that the top of the radiator is far more efficient than the lower parts, and that in any thermo-syphon system the cooling surface should be provided as far as possible at or near the water level. It will follow that such radiators as are shaped like an inverted V are badly designed, and that ideal design, however clumsy it may appear, will take the approximate form of a triangle with one side uppermost. We shall also find without much consideration that this form gives the best natural circulation, for it will give the greatest possible vertical head of relatively cold water in the radiator. Another way of looking at the same fact is to state that a radiator built on the lines suggested may be smaller, and of course lighter, and yet give the same efficiency. It would be presumptuous to suppose that manufacturers have not grasped the principle which we have tried to set forth, but few of their designs with which we are acquainted, at any rate, give evidence of such consideration.

The fact that the thermo-syphon system allows of the cylinders being warmed up to maximum efficiency temperature more quickly than with the

pump system, and will maintain that temperature, is, we believe, more likely to win over adherents from among the old-fashioned pump advocates than most other arguments. The difference in temperature between the top and bottom of the radiator, taken along with the rate of flow, is, of course, a measure of the cooling efficiency of the system, but if comparison is to be made with a pumping system, due allowance must be made for the extra cost, maintenance and power consumption of the latter.

If the efficiency of a pump, fan, radiator system could be taken when the plant was new, and again after the lapse of a few months' running, we think that some very startling figures would be obtained. Those who follow the correspondence columns of the motor press must recall the number of letters of inquiry dealing with the subject of the engine getting hot, water boiling away and the like. In many cases these symptoms are not traceable to choked silencers or to wrong efficiency of the cooling system. It is almost impossible with the usual type of pump to prevent the introduction of grease into the circulating water. For the most part this grease is of a mineral origin, and consequently of a non-saponifiable nature. This renders the task of removing the greasy film from off the surface of the cooling area far more difficult, because, unlike vegetable oils, mineral oils are not converted into soaps soluble in water by the action of caustic alkalies. It follows from this that it is wiser to use tallow or similar grease for the lubrication of the pump spindle, so that from time to time the water system can be thoroughly cleaned by means of alkaline solutions. The remarkable influence exerted by even a microscopical thin film of grease in preventing the passage of heat through metal surfaces is well known to those who have studied

the subject of economical steam-raising, but is little realized by most people. It is not one of the least points in favor of the thermo-syphon system of cooling that there is no possibility of the entry of grease, and that in consequence the plant need not be designed with a view to a rapid diminution in the efficiency.

Let it not, however, be understood that the thermo-syphon system is yet perfected, or even that when perfected nothing better can take its place. The same cooling effect could be obtained with less fan driving power if a properly designed counter current system were incorporated—if, for example, the radiator were made of vertical plates separating the air and waterways, the water moving downward as usual, but the air being forced or induced upward by the fan. Again, is it not a fact that the type of fan known as the Sirocco can move the same amount of air with less power consumption than such fans as have hitherto been in general use for motor car engines?

To improve the thermo-syphon system out of existence may be difficult, but if it were practicable to insert the lower end of a series of Pekin tubes in the cylinder castings we should have all the advantages of thermo-syphon, but with very great diminution in weight. By this means the "maximum efficiency temperature" could be nicely regulated according to the contents of the tubes, though perhaps the brilliant inventor whose name the tubes bear has some objections to offer, for this application can scarcely have escaped him.

It is generally recognized that something like one-third of the total heat generated in the engine is carried away by the cooling water. With the car upon which the tests were made about thirty miles to the gallon can be attained at a velocity of twenty miles per hour. Assuming that the petrol has a heat value of 20,000 B.T.U. per lb., with a

specific gravity of 0.7, we find that in an hour's running, and assuming perfect combustion, 94,000 heat units would be set free, but during this same period 330 lbs. of water have been reduced 74° in temperature—24,420 B.T.U. in all. This corresponds to an accounted loss of 26 per cent., to which must be added the unestimated but considerable losses due to cooling from cylinder jacket walls, etc. Having shown in previous articles on gas analysis and carburettors that the assumed perfect combustion is not by any means attained, the agreement with the ordinary accepted figures is sufficiently close to show the substantial accuracy of the data experimentally obtained.

There are, of course, practical limits to the applicability of the thermo-syphon system in respect of high-powered racing car engines, but with the application of the counter current principle, the use of more efficient fans, and serious study of the radiation problem, there is no reason why even in these engines the pump should not eventually become obsolete, as it is in theory unnecessary.

In accordance with the editor's request to give a short description of the Perkin tube system, it may be said that it depends upon the evaporation of liquid from the lower end of a vertical or inclined tube or tubes sealed at both ends, the lower part of the tube being immersed in the water to be cooled while the upper part is exposed to the air or to fan draught. Condensation takes place on the internal surface of the upper part, and the condensed liquid runs down to be again evaporated. It will be seen from the above that the condensation of the vapor into a liquid involves the latent heat of condensation being dissipated into the cooling air, while heat is abstracted from the walls of the lower part of the tube, and provides the latent heat necessary to pro-

duce evaporation. It may be added that Perkin tubes are used in other ways to transfer heat from one end of a tube to the other, as for instance, in bakers' ovens, where one end of the tube is fixed in the furnace, the other end in the oven itself.

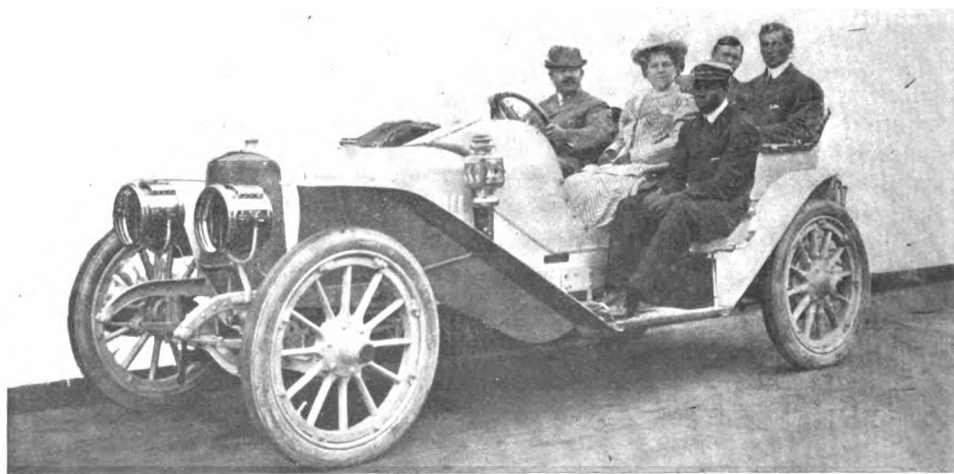
When used for cooling cylinder jackets, the upper part of the Perkin tube is covered with a curious but cheap, light and efficient conformation of copper wire.

By the use of a suitable liquid at suitable pressure in Perkin tubes it would be possible to prevent the radiator having any appreciable cooling effect until the temperature of maximum efficiency was approached or reached, and in this manner the system would possess the thermostatic property of the thermo-syphon system referred to previously. But the use of Perkin tubes would have an advantage over the thermo-syphon system in that the whole length of these tubes is of equal cooling efficiency.

Perkin tube radiators of conventional appearance are made for use with pump circulation, but the unconventional de-

sign used in connection with the thermo-syphon system appears to us likely to be somewhat heavy, and certainly heavier than would be the case if the tubes could be inserted in the cylinder walls, or if the usual water jacket could be utilized as the single "lower end" of a Perkin tube or series of tubes.

The Sirocco type of fan referred to is, we understand, more efficient than the conventional type, in that it moves a greater bulk of air per hp. against the low pressures prevailing in motor car practice. Its construction is that of a number of narrow blades arranged in cylindrical form, parallel to the axis of rotation of the fan; air enters at one or both ends of the cylinder and is driven by centrifugal force through the spaces between the blades. As generally constructed, the Sirocco could not be conveniently adapted to existing radiators, though it might be used in connection with the flywheel, and would be suitable to induce a draught of air through some radiators of other than conventional design when placed immediately behind them.

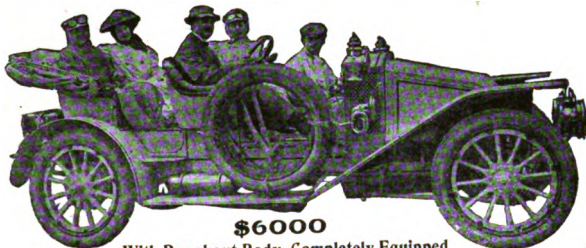


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1908 A. A. A. TOUR

EIGHTH SECTION, BETHLEHEM, N. H., TO SARATOGA SPRINGS, N. Y.

This, the last stage of the long tour, is over rather varied roads. Considerable sand and clay is encountered, and there are also a great many sharp curves. The details follow:

Leaving Sincinair Hotel, Bethlehem, at fork bear right; at next fork bear left, and continue through Littleton. At fork bear left; at end of road T. L. Ahead past Sugar Hill station, and at fork keep right, into

Lisbon (15.7 miles).

Make left and right curve under railroad; continue across bridge over stream; take left curve through Bath Upper Village. Take right road at fork into

Bath (21.4 miles).

Ahead on main road to fork on top of hill, where go right; at next fork bear right; at crossroad T. R., and along on Smith St. At end of street T. R.; go to end of street, then T. R. through Woodville. Cross bridge over Connecticut River and T. L.; cross bridge over Welis River; T. L.; take sharp curve under railroad bridge and over railroad crossing; at fork bear right, and at next fork left into

Newbury (33.1 miles).

At fork keep right; at next fork bear left through South Newbury. At fork bear left, and at next fork keep right; on through Bradford. At fork bear left; continue through Fair Lee. At fork keep left, and at next fork right; at fork go left; at end of road T. L.; at fork bear left and ahead through

North Thetford (52.4 miles).

At fork bear left; pass Elmwood Farm on right, and at fork go right; at next fork keep right; ahead through Hanover. Through covered wood bridge into State of Vermont; go over railroad and T. L.; at fork bear right; next fork bear left; on through Wilder. At fork bear right; at next fork bear left; at next fork bear left into

White River Junction (70.4 miles).

Over railroad; at fork bear right; at next fork bear right; on through Quechee. At fork T. L. and bear right at once; at fork bear right through Taftsville. At next fork keep right; at end of road T. R.; at next fork bear left into

Woodstock (83.5 miles).

Pass park, and at next two forks bear right; at fork bear left through West Woodstock; at next two forks bear left, and at next one bear left and then right; ahead through Bridgewater and Bridge-water Corners. At fork bear left; continue through West Bridgewater and Dailey's Hollow into

Sherburne (102 miles).

At fork go left. Go over series of grades, then go down long hill and ahead, mostly down grade, for about 5 miles; at fork bear right, and at next fork to left; on through Mendon into

Rutland (115.7 miles).

Bear right with trolley on Grove St., and T. L. with trolley on State St.; bear left with trolley on Columbian Ave. Leave town, and at fork keep left with trolley through West Rutland. At fork bear left; at next fork bear left, and on through Castleton. At fork bear right through Castleton Corners and Hydeville; at crossroad in town T. R.; then bear left and into

Fair Haven (131.7 miles).

Over Poultney River and T. R. at once; at fork T. R., and at end of road T. L.; at crossroad T. R. Over R. R. and then right, and take first left turn; cross bridge with white sides over Champlain Canal into

Whitehall, N. Y. (142.3 miles).

Continue through Comstock. T. L. and along with canal on left; at fork keep left, and on through Fort Ann. At fork go right into

Kingsbury (158 miles).

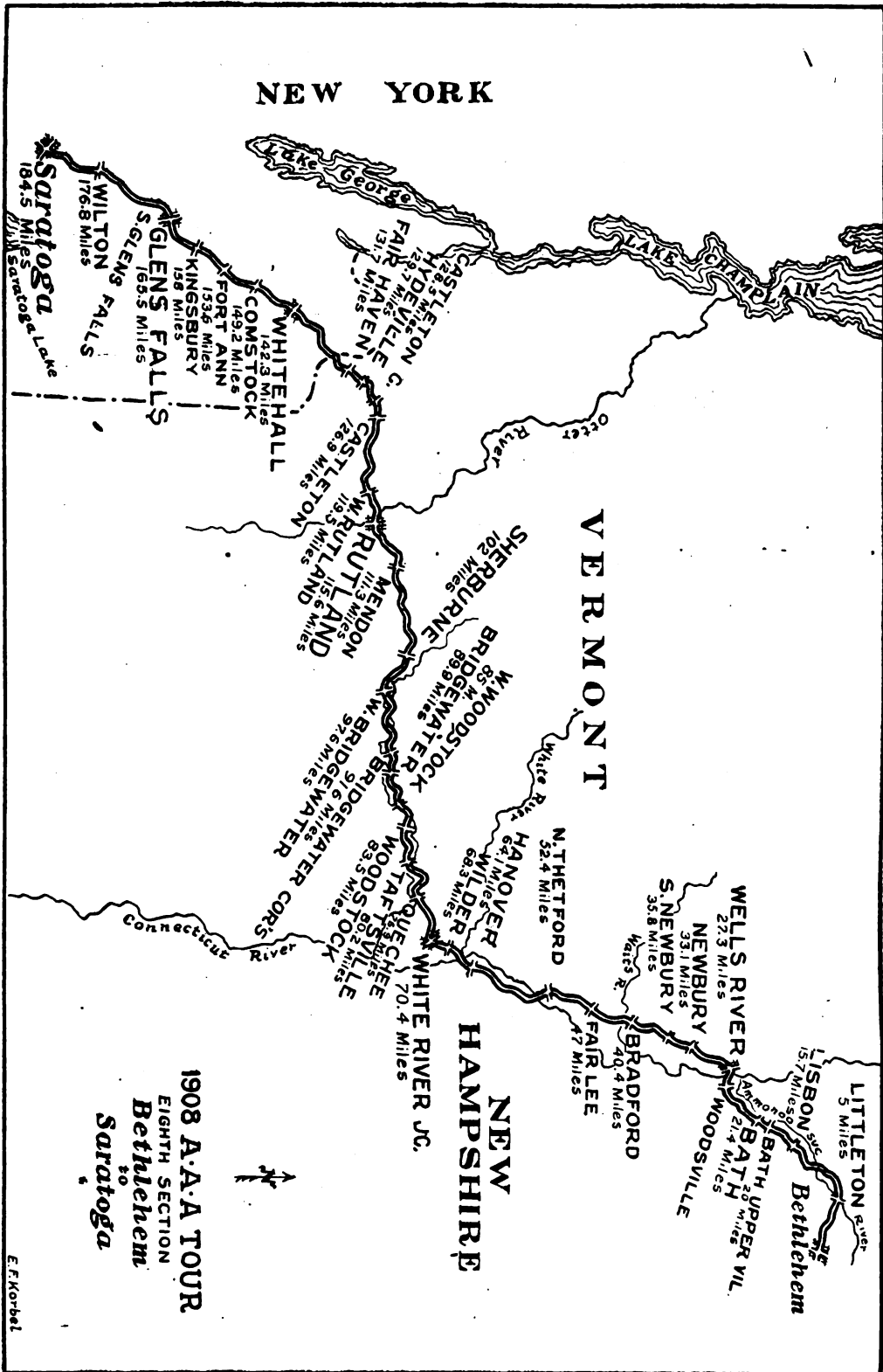
At crossroad T. R.; pass four crossroads and at next crossroad bear left; at end of road T. R.; ahead to Warren St.; T. L. on Glen St. of

Glen Falls (165.5 miles).

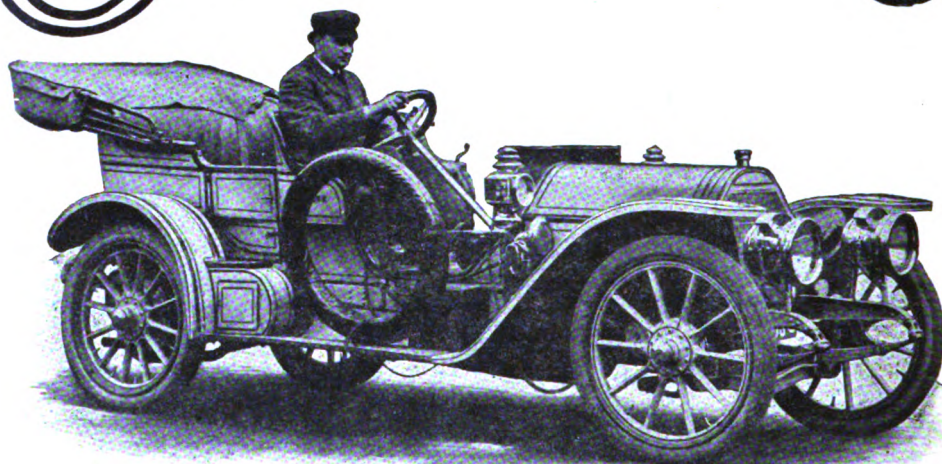
Cross bridge over canal; ahead over railroad; along Main St. of South Glen Falls. T. R. on Saratoga Ave.; at fork bear right; at next fork keep right; on through Wilton into

Saratoga (184.5 miles).

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Stroke	5 7-8 inches	Stroke	4 5-8 inches	Stroke	5 7-8 inches
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Woodworth Treads Please Mrs. MacKelvie

Some time ago, it will be remembered, two women, Mrs. V. T. MacKelvie and her mother, Mrs. E. E. Teape, started from Portland, Me., on a transcontinental automobile trip in a runabout. A few days ago the women were heard from at Elkhorn, Neb., this

of the Woodworth Treads, received a letter from Mrs. MacKelvie last week, in which she states that she found the Treads entirely satisfactory. She says: "We ran from Portland, Me., to Chicago, Ill., without removing the Treads; at that place we examined the tires un-



SHOWING WOODWORTH TREADS ON MRS. MAC KELVIE'S CAR

point being reached without difficulty of any kind, the trip from Portland, Me., having been made in a leisurely manner. At Elkhorn, however, the trip had to be discontinued. Mrs. Teape was taken sick, and it was thought best not to go on under the circumstances.

Even though the trip could not be completed, the performance of the women, who got half way across the continent without assistance, was a remarkable one. An important factor in their successful ride was the fact that their car was equipped with Woodworth Treads.

The Leather Tire Goods Co., of Newton Upper Falls, Mass., manufacturers

der the Treads, and found that they showed absolutely no wear. We had no tire troubles whatever on any part of the trip, a fact which surprised our automobile acquaintances."

Private Road Privileges for Tourists

During the recent 1000-miles tour from Los Angeles to San Francisco and return, the owners of Tourists cars enjoyed the courtesy of having a private road through the Miller and Lux estate thrown open to them by the superintendents. For 15 miles they traveled on an excellent road running along the company's canal.

Daimler Scholarships Awarded

About a year ago the Daimler Motor Co., Ltd., of England, offered five scholarships for competition. The one major scholarship carried instruction in the theory of motor engineering for two years at the Daimler works; a systematic course of shop instruction for the same period, £100 per annum for two years, and a position with the company at a salary of not less than £150 per annum for two years after the expiration of the scholarship.

The four minor scholarships carried the same advantages, except that the salary for the two years of instruction was to be £20 per annum. Candidates were required to have passed a matriculation or equivalent examination of any British or other university or one of the university local examinations, or to

prove the possession of adequate knowledge of English, mathematics, physics, chemistry and mechanics. They then had to undergo an elimination by the Science and Art Department in subjects pertaining to engineering, to write an essay on some engineering question, and to receive a viva voce examination at the hands of the pupils' department of the company.

The result has just been announced, the major scholarship being awarded to Mr. Joseph A. Mackie, B.Eng., of Liverpool. The minor scholarships are awarded to Mr. R. B. Burton, of Nottingham; Mr. G. S. Bower, of Marsden, near Huddersfield; Mr. H. C. Harrison, of Norwich, and Mr. Gordon Avery. All the successful men are graduates or undergraduates of some university.

Horace Littell Youngest Colorado Driver

The youngest licensed automobile driver in Colorado is Horace Littell, the 12-year-old son of H. H. Littell, of Colorado Springs. He holds a chauffeur's license in Colorado Springs and puts in a good deal of his time driving his father's Chalmers-Detroit "Forty."

Recently the boy drove a considerable part of the way from Colorado Springs to Detroit. His father, Mr. H. L. Lit-

tell, of Colorado Springs, with his family, made the trip overland by way of Lincoln, Omaha and Chicago. His running time was 19 days, and the odometer showed 1,900 miles. Bad roads were encountered in many places, particularly in Nebraska. At one place the car was nearly mired in a wheatfield.

The frontispiece shows young Littell in front of Table Rock in the Garden of the Gods, Manitou, Colo.

Thomas Cars for California Stage Line

C. A. Long, traffic manager of the Overland Stage Company, operating an automobile stage line between Sherwood, Mendocino County, and Eureka, Humboldt County, Cal., just made arrangements with the Pioneer Automobile Company, of San Francisco, for a shipment of Thomas Flyers, which he will put on the daily run of 105 miles. "The cars are called upon to make the 105-mile trip over the mountains daily,"

said Long, "and it will take the best kind of material in the automobile to stand the test. I expect to have the Thomas cars at work next week."

The Aero Club of Belgium has offered an award of 20,000 francs to be given to the inventor of the aeroplane, of Belgian construction, and manipulated by a Belgian, which shall fly over a course of 25 kilometers without touching earth.

Stearns Company Announces a New Model

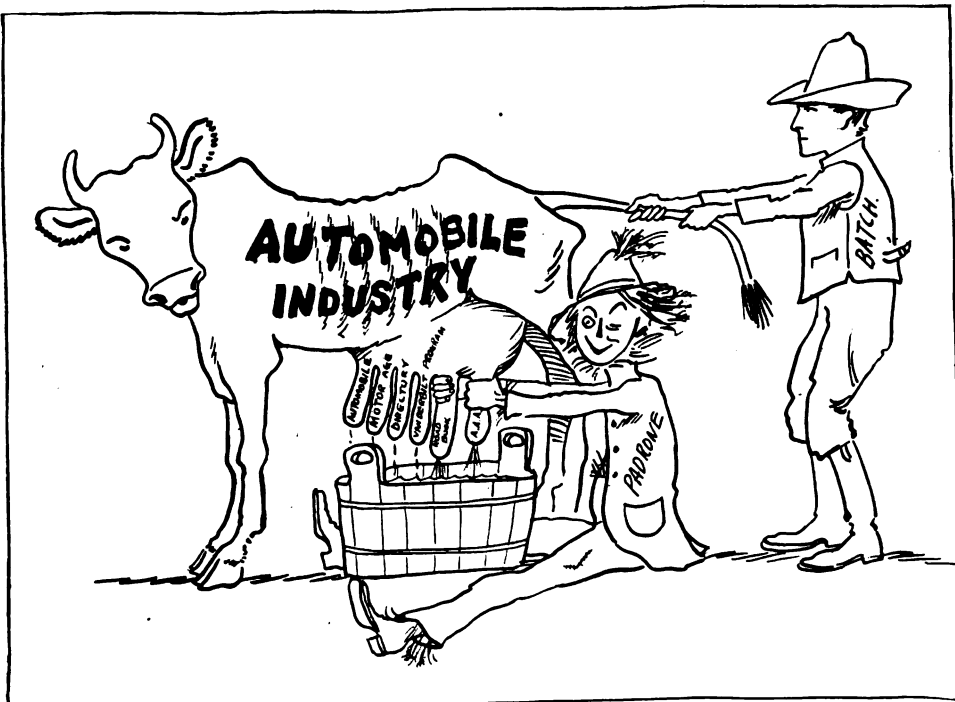
The F. B. Stearns Company, of Cleveland, O., announces for 1909 a new model of chassis, which will be well adapted to town-car uses, although having greater motor power than is usually found in the orthodox town-car chassis. It will be of the four-cylinder type, with a wheel-base of 116 inches, and, generally speaking, will be no more nor less than a size reduction of the Stearns 30-60 hp.

Annular ball bearing will be employed throughout this new model, which will be provided with the Stearn's multiple-jet carburetter, and be characterized by all those excellent features of design which have contributed so greatly to the house's progress and success. In addition to the above-mentioned chassis, upon which may be mounted roadster, touring or landaulet

bodies, the house will continue to manufacture the 30-60 hp., 4-cylinder and the 90 hp., 6-cylinder types.

The Stearns Company has recently awarded contracts for the construction of a large addition to its factory buildings, and has likewise awarded a large machine tool contract in preparation for the coming season.

There has recently appeared in Belgium a new airship, in which a great deal of interest is being taken. It is constructed somewhat on the lines of the "Zeppelin." The inventor is M. Duplan, and it appears that the Belgian War Office has already appointed a representative to watch the forthcoming experiments which are to take place near Spa next month.



MILKING THE COW

Assassin's Shot Kills Kissel

Louis Kissel, president of the Kissel Motor Car Co., of Hartford, Wis., was shot on August 20 by a Polish employee who had a fancied grievance, and died on August 28 as a result of his wounds.

Mr. Kissel was born in Germany on August 14, 1838. He went to Washington County, Wis., at the age of 19. Thirty-five years ago he moved to Hartford, the county seat, and with his sons established the city's first important industry, the Hartford Plow Works. He founded the Hartford Lumber Co., the First National Bank of Hartford, the

Northrup-Tentel Fur Co., the Hartford Electric Co., the L. Kissel & Sons Co., manufacturers of implements and vehicles, and lastly, the Kissel Motor Car Co.

He celebrated his seventieth birthday anniversary four days before the assassin attacked him. Mr. Kissel is survived by a wife, four sons, Adolph T., William L., George E. and Otto T., who are all associated with the business enterprises of their father; two daughters, Pauline and Mrs. Arthur Schauer, of Hartford.

New Buildings for Peerless Co.

As evidencing the prosperity experienced by the Peerless Motor Car Company, of Cleveland, this concern plans to spend within the next two years in the neighborhood of \$750,000 for new buildings, machinery, equipment, etc., and when the alterations are completed the plant will be double its present size, with an equally increased output.

The new buildings will all be located

at the north of the present structures, and room will be left for a fifty-foot private street between the two parts of the factory group.

Work will be started on the first of the new buildings in the immediate future, and the rest will follow. The first structure will be a new repair shop, to cost \$26,000. All of the new buildings will be three stories in height, of reinforced concrete and steel.

Brush Climbs Pike's Peak

An indication that the Model B. Brush runabouts, which were recently started by the Brush Runabout Company of Detroit on efficiency tours of 1,500 miles each, are making good, is a telegram received from the Brush Company early this week. It is as follows: "Trinkle, driving Brush efficiency car number three, wires from Pike's Peak Summit: Brush climbed all way on own power."

The runabout to make this record was the one sent West from Kansas City. The four other Brush cars which started out at the same time to negotiate

1,500 miles in different sections of the country, are performing equally as well.

Fisk 1909 Price List

An illustrated price list of Fisk 1909 bolted-on tires, removable rims, clincher tires, quick detachable tires, rubber specialties, sundries, etc., has been issued by the Fisk Rubber Co., Chicopee Falls, Mass. In addition to giving the prices, there is plenty of matter telling of the qualities of the Fisk products, and two pages are devoted to attractive illustrations of Fisk stores in various parts of the country.

New Color for Wintons

Coach painting is an extremely old art, but its resources have not yet been exhausted, by any means. There is a constant call for new and distinctive color combinations, and numerous offerings are proposed each season, but few combinations possess elements that give length of life to their vogue. The famous old Winton maroon, that appeared first in 1902, and has since been widely imitated with varying degrees of success, was a color that wore well and pleased the eye. Now a new color combination comes from the Winton factory, and Mr. Winton believes it will be equally as durable, pleasing and popular as Winton maroon. The new combination is an exceedingly deep and rich royal purple body color, with black moulding and carmine stripping, and Winton carmine running gear color, striped with black.

Restraining Order Secured

In the New York Supreme Court records of a few days ago it appears that the Empire Battery Company, through their attorney, secured an order restraining one Frederick Wright from using in any manner or disposing or helping any person or persons to manufacture batteries after his formula.

Wright is said to have sold to the

Empire Battery Company, 68th Street and Broadway, New York City, his formula for making their non-sulphating storage igniter battery, and also entered into a contract to remain in their employ for a period of years. Wright fulfilled his contract for a short time and suddenly left the Empire Battery Company, entering the employ of another battery concern.

Julien Bloch with C. G. V. Again

Julien Bloch is likely to come back managing the C. G. V. Company again. The actual manager, A. A. Barrelet, will go back to the factory and Paris salesroom to take care of the numerous American automobilists abroad.

Julien Bloch will be, as two years ago, at the disposal of all the faithful "C.V.G.ists," for any demonstrations and inquiry, and expects to continue the great success the C. V. G. cars have always had in the United States.

Since the Texas Lone Star Automobile Route to Seminole was started some time ago, it has never missed a daily trip. It carries five sacks of mail a day from Midland to Seminole, Andrews, Shafter Lake and Monument, N. M., and now covers a route within nine hours that formerly required two days' travel.

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Published by AUTOMOBILE TOPICS (Incorp.)

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Our Interest Paramount

Within a month the Congress of Recognized Automobile Clubs will meet in Paris and adopt rules for the 1909 international automobile races.

By the time American manufacturers are able to turn their attention to next year's contests the breach between the A. A. A. and the A. C. A. will have been healed, and the Vanderbilt Cup Commission will wisely make it possible for foreigners to participate in the Vanderbilt Cup race.

In preceding congresses America did not participate in the discussions of the rules, but it seems to us that the time is ripe for America to take a hand in the matter as the largest automobile builder in the world. The Automobile Club of America, as the only American member among the recognized clubs, will do well to gather the opinions of our foremost manufacturers on this point, have these opinions codified by their own Technical Committee, and instruct their delegates to the Congress accordingly.

The 1908 Grand Prix has clearly demonstrated that under the present conditions of the tire industry no greater speed than 90 miles per hour would be permissible. It consequently follows that not only the horse-power, but also the weight limit of the cars, must be reduced. Some people may be found who would not limit the weight of the cars, but in our opinion this would be a mistake, since to lighten the car may increase the danger for the driver.

In Europe 140 millimeter bore maximum, which is about 5½ inches, and 100 kilograms, or 2,204 pounds, minimum, weight is strongly advocated.

It may be that the Congress will deem it wise not only to set a bore limit, but also a stroke limit.

Last year, without a limited stroke, the manufacturers endeavored to attain the greatest speed efficiency by increasing the stroke as much as they dared and also increasing the compression, in order to obtain from this combination the highest possible engine-speed.

Everybody knows that undue length of stroke is not conducive to durability, and the same may be said of high compression, which latter causes excessive strain and affects the flexibility of the engine. The development of abnormal engines, rather than such as may be useful for ordinary road purposes, was the outcome. In our opinion the limitation of the engine should tend to permit of no greater speed than 70 miles per hour, limiting both bore and stroke, in order to develop an engine suitable for the average automobile user.

Slow Down

The blinding dust raised on the highways by speeding motorists is in no small measure accountable for the prejudice against the automobile and is also the cause of numerous accidents.

By making it a rule to slow down when meeting other cars, horse-drawn vehicles or pedestrians on the road, accidents will be avoided, prejudice removed and the ever-increasing dust nuisance abated.

Many drivers overlook the amount of dust that their cars raise, even though they may be the first to complain of the nuisance caused by other cars they meet.

In the early stage of the new art there was certainly a temptation to slow down as little as possible, because it involved the changing of gears, and rapid acceleration was not one of the strong features of the early automobile. This excuse does not exist to-day, since the flexibility of the motor adds to the pleasure of driving. The constant variation of pace will also relieve the monotony of reeling off mile after mile. No hardship, therefore, is involved in slowing down when meeting anybody or passing houses on a country road.

Needless Exaggeration

The undue prominence given in the daily press to everything that savors of an automobile accident is liable to create a false and exaggerated impression on the public. It is a well-known fact to-day that automobiles are more easily managed than horses and kept more completely under control.

Automobiles are daily increasing in number, and form a large proportion of the vehicles to be seen on the highways. They are intelligently and carefully driven on the whole, and the police would gain in popularity by suppressing the few reckless drivers instead of trapping, on account of a strict technicality, the law-abiding citizens using the motor car with consideration to everybody.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 19)

A

Archdeacon, Ernest.—77 Rue de Prony, Paris. B. at Paris March 28, 1863. Advocate at the court of Paris from 1883 to 1885. One of the promoters and silent partners of Serpollet in 1890. In 1896 he purchased the Rouxel and Dubois works and became a manufacturer of automobiles.

M. Archdeacon has indulged in all the sports in succession and in many of them at the same time. Since 1884 he has made 25 balloon ascents. He was the donor of the cup won by Santos-Dumont in 1906, and, with Henri Deutsch, one of the donors of the Deutsch-Archdeacon prize for the kilometre that should be covered in a closed circuit by any aviator in an aeroplane, and which was won by Henry Farman, January 13, 1908. He has constructed and personally experimented with numerous aeronautic apparatus and has been a prolific writer on the subject of aviation.

F

Farman, Henry.—10 Rue Notre-Dame-de-Lorette., Paris. B. at Paris May 26, 1874. Partner in the firm of Farman Brothers. At first a bicycle racer, and then an automobilist, he won the third place in the Bennett cup race in Ireland in 1903. He afterward made a specialty of aeronautics and won the Deutsch-Archdeacon prize in January, 1908. On July 6, in a magnificent flight made in his aeroplane at Issy-les-Moulineaux, he won the prize of 10,000 francs offered by M. Armengaud to the first aviator who, in 1908, should remain for a quarter of an hour in space within French territory. The record of Delagrangé at Rome (12.75 kilometres in 15 m. 26 s. on the 30th of May) were therefore beaten, and the Archdeacon cup passed also into Farman's hands.

G

Gasolene Indicator and Gauge.—Instruments used for ascertaining the quantity of gasolene in the tank of a motor-car or power-boat. The gauge



(shown to the right in the figure) is made wholly of brass, and, with it, may be measured the gasolene in any shape of tank up to 18 inches at the filling aperture. When it is desired to use the gauge, all that

has to be done is to release the metal float by pulling up on the center locking rod and pass the instrument through the filling aperture until it comes into contact with the bottom of the tank. The float will remain at the top of the gasolene, and a downward pressure of the thumb will lock it. The figure at the top of the float will then show the exact depth of the liquid in inches.

The indicator (see figure to the left) is designed to be attached permanently to the gasolene tank. It operates by means of a float which slides up and down between four guides that also keep it from turning. Through the center of the float there passes a spirally twisted metal strip on the upper end of which is mounted an indicator that moves in one direction or the other according as to whether the float is going upward or downward.

Gauge, Gasolene.—See Galosene Indicator.

Gear, Spur.—A wheel in which the teeth are arranged around its periphery in the direction of radii from its center. Spur gears are gears on parallel axes. Annular gears and some forms of spiral gears are spur gears.

I

Indicator, Gasolene.—See Gasolene Indicator.

L

Lights, Beacon.—"Double" or "range lights" are guides through a narrow channel; "light vessels" have short masts carrying large balls or cages for day marks, and lights for night marks; "light-beacons" are low structures located near channel entrances; "light-houses" are of various shapes—towers, cylinders, iron cage-like structures, etc.; "light-buoys" are floating channel buoys lighted by electricity or gas; "stake-lights" are carried at the top of a stake or spar-buoy, lighted by gas or electricity, to mark a channel entrance or an obstruction; "sectors" show over a certain arc to define limits for a channel, or to mark a danger line on a shoal; "harbor lights" are such as are shown on breakwaters, piers, etc.; "floating lights" are the same as light-buoys. As regards the character of the lights shown: a "fixed light" exhibits a steady illumination; a "flashing" or "intermittent light" appears suddenly, is visible for one or more seconds, then disappears for a few seconds before becoming visible again; a "revolving light" increases gradually to its full power, then diminishes gradually until apparently extinguished and then repeats.

P

Permanit.—A puncture-closing substance, which, in addition to rendering pneumatic tires puncture-proof, is claimed to preserve the life of the rubber. It is in the form of powder and is pumped into the tire. After the required amount of powder has been pumped into the tire, depending on the size of the tire and its use, whether for car or cycle, 2½ ounces of clear water is added to each package of powder. Permanit does not dissolve in water nor does it become a paste, glue, or fluid; therefore, it will not close the valve, but, on the contrary, when a puncture occurs the powder comes in contact with the outer air and causes a chemical reaction,

whereby the injured part is instantly healed.

S

Spur Gear.—See Gear, Spur.

V

Valve, Balloon.—Of balloon valves there are many forms, such as clapper-valves, rubber valves, tube-valves, and plate-valves. The simplest and one of the most efficient valves is shown in the figure. It can be made of any size suitable for the balloon which is to be used. In order to have an 8-inch opening, two smoothly-planed wooden plates, 2 feet in diameter and about ½ inch in thickness, are used. On their inside surfaces is glued a layer of chamois skin, or other suitable leather, which should project an inch over the edge of each plate to protect the cloth of the balloon. When the plates are made and the leather glued on, they are screwed together to hold them in place while the 8-inch hole is cut through the center.



This hole may be round or square to suit the aeronaut. The opening is closed by a wooden clapper attached to the inside plate by light brass hinges. This clapper should have its surface next to the plate covered with leather. A brass ring is attached to the clapper, from which the valve-cord proceeds down through the neck into the car. When the valve is completed, the plate with the clapper attached is placed inside the gas bag at its top and the other on the outside. They are then screwed together, the cloth being clasped between the two. The cloth in the opening is then cut out, making a free communication for the gas to escape when the clapper is drawn open. After the valve is placed in the balloon there should be two cleats screwed on the inside plate to keep the wood from warping. There should also be a strong cord of the right length fastened to the clapper and then to the plate, to prevent the clapper from opening farther than necessary when the aeronaut pulls the valve line.

News Notes

"There is one thing open to some money maker in the automobile game," said C. M. Hamilton, of the Isotta Import Co., of New York City, who has just returned from a European trip to the Isotta factory at Milan, Italy.

"I refer to the automobile hospital. They have them in France and Italy. It is my belief that there could be established at a number of places factories for the rebuilding of old cars. This is successfully done in Paris and Berlin. The question, 'What becomes of the old cars?' has been asked again and again and the questioner could find out by looking under the cover of many an automobile which is supposedly modern. Old cars are modeled over at great expense, and by the establishing of a hospital at various points the old cars could be changed over and would be altered at a much smaller cost. The work could be done scientifically, and from this hospital old style cars would come forth right up to date. Such places would prove gold mines if properly advertised all over the country. I understand the one in Paris is not only famous, but a gold mine to its promoters."

The C. P. & L. Lauson Co., manufacturers of gas and gasoline engines in Milwaukee, has changed its name to Christensen Engineering Co. and increased its capital stock from \$75,000 to \$150,000. The manufacture of motor cars will hereafter be its principal line of activity. N. A. Christensen is president; R. L. Gruber vice-president and A. H. Lauson secretary and treasurer.

Word was received last week by the Pioneer Automobile Company of San Francisco to the effect that the demonstrating car of the new six cylinder Thomas, and the new model F Thomas, will leave the factory very soon. This six cylinder is the first of the low priced Thomas cars of this type to be sent to the Pacific coast.

E. P. Brinegar, President of the Pioneer Automobile Company, of San Francisco, accompanied by A. C. Wheelock, will leave soon for a short business trip through the southern part of California. While there he will establish agents for the new Chalmers-Detroit cars.

The Continental Caoutchouc Company has made an offer of \$400 and \$150 each cash prizes to cars in the Brighton Beach race meet equipped with Continental tires, winning first and second places. The winner, if equipped with Continentals, will receive \$400.

The owners and users of Elmore care in Los Angeles, Cal., are forming "The Elmore Owners' Automobile Club."

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Sales Manager Churchill, of the Winton Company, has appointed George Arbuckle chief of Winton supervisors. Mr. Arbuckle has been on the Winton staff since 1902 and is well known to the trade from coast to coast. He represented the Winton Company at the Louisiana Purchase Exposition in 1904, and established the Winton branch in Seattle.

INCORPORATIONS

Westport, Conn.—The Pines Inn Garage Co. with \$1,000 capital. Incorporators: Louis N. Long, Mary E. Long, Morris Oberg and Irene F. Long.

New York, N. Y.—Commonwealth Garage, Inc., with \$5,000 capital. Incorporators: S. A. Holt, A. W. Palmer and N. U. Walker.

New York, N. Y.—Central Garage & Machine Works, with \$5,000 capital. Incorporators: Henry Haaker, E. A. Haaker and H. W. Haaker.

LaSalle, Ill.—LaSalle Garage Co., with \$6,000 capital, to manufacture and repair automobiles. Incorporators: E. M. Lawrence, Wm. Kinder and Wm. W. Griffing.

Trenton, N. J.—Enterprise Automobile Co., with \$100,000 capital. Incorporators: J. F. Coleman, J. L. Lotsch and W. S. Schultz.

Jacksonville, Fla.—Ideal Auto Manufacturing Co. Incorporators: H. Partridge, T. A. Stewart and C. E. Clarke.

Chicago, Ill.—Straight Roberts Auto Co., with \$75,000 capital. Incorporators: J. R. Roberts, J. J. Straight and N. Goltra.

Pittsfield, Mass.—Motor Transportation Co., with \$50,000 capital, to manufacture automobiles. Incorporators: A. Sampson and R. Schaff.

Springfield, Ill.—The Four Drive Auto Co., with \$250,000 capital, to manufacture automobiles. Incorporators: C. T. Murphy, A. P. Dewey and L. E. Hill.

East St. Louis, Ill.—Mississippi Valley Corp., with \$50,000 capital. Incorporators: H. S. Turner, Jr., John H. Phillips and William J. Peck.

Lowell, Mass.—Lowell American Automobile Co., with \$100,000 capital. Incorporators: J. F. Spaulding, Moses Lahue and J. G. Hanson.

Plattsburg, N. Y.—Aldridge Roller Bearing Mfg. Co., with \$200,000 capital. Incorporators: L. J. Aldridge, M. F. Aldridge, Dr. A. W. Fairbanks and B. G. Hitchings.

Mention "Automobile Topics" when writing.

Automobile Calendar

September 1-15.—Voiturette Cup Contest, under auspices of L'Auto.

September 3, 4, 5.—International Touring Competition, under direction of the Mid-German Automobile Club.

September 5.—Race Meet on Hamline Track, Milwaukee, under the direction of the Milwaukee Automobile Club.

September 5-9.—San Francisco-Los Angeles Reliability Run, under the auspices of the Automobile Dealers' Association.

September 6.—Florio Cup Race in Italy, under direction of Automobile Club of Bologna.

September 7.—Automobile Competition of Automobile Club of Bologna.

September 7.—Stock Car Automobile Race, under direction of the Lowell (Mass.) Automobile Club.

September 11.—Springfield Automobile Club Hill-Climbing Contest on Wilbraham Mountain.

September 11.—Hill Climbing on Wilbraham Hill, Springfield, Mass., under direction of Springfield Automobile Club.

September 11-12.—Two-days' Race Meet at Brighton Beach track, New York, under direction Motor Racing Association.

September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.

September 13.—Coupe d'Evreux in France, under direction of Les Sports.

September 14.—Semmering Hill Climb.

Sept. 14.—Annual Economy Run, Chicago Motor Club.

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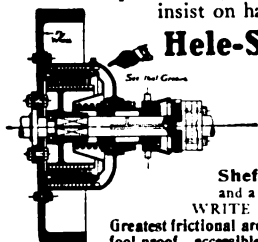
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September 16-17.—Two-days' Mechanical Efficiency Test, from New York to Montauk Point, L. I., and return, under direction of the New York Automobile Trade Association.

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 18-19.—Two Days' Race Meet at Brighton Beach track, under direction of Motor Racing Association.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 20.—Semmering Hill-Climbing Contest, under direction of the Austrian Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 23-24.—24-Hour Sealed Bonnet Contest, under direction of Bay State Automobile Association.

September 24.—"Four Inch" Race for Tourist Trophy, under direction of the Royal Automobile Club of Great Britain and Ireland

September 25-26.—New Jersey Good Roads and Legislative Convention, to be held at Atlantic City.

September 27.—Chateau-Thierry Hill Climb.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

Mention "Automobile Topics" when writing.

October 7.—200-Mile Road Race in Fairmont Park, Philadelphia, under direction of Quaker City Motor Club.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 26.—400-mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

January 23-30.—Annual Automobile Show in Philadelphia, Pa., under direction of the Automobile Trade Association.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers' Association.



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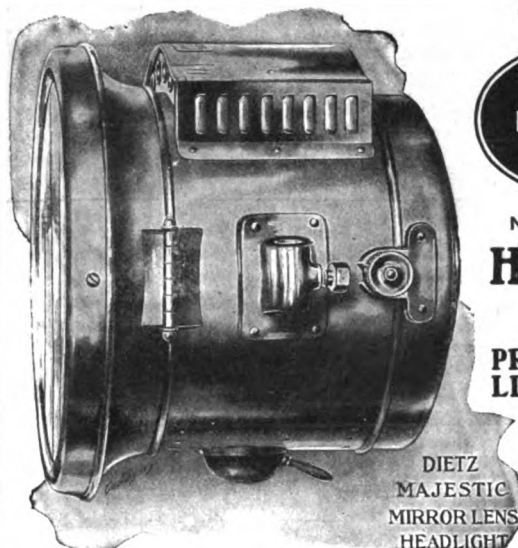
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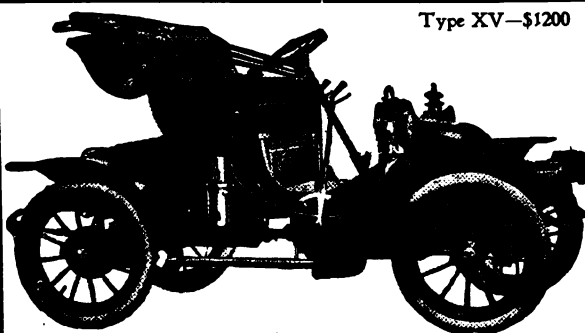
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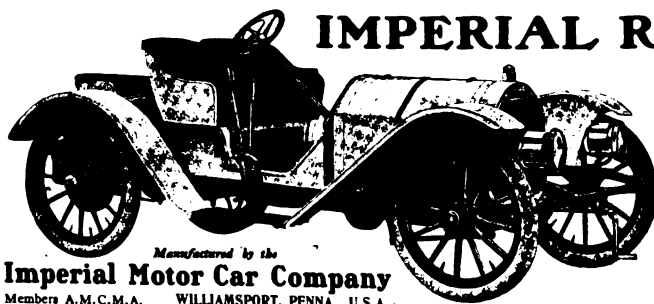
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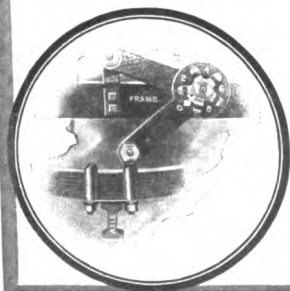
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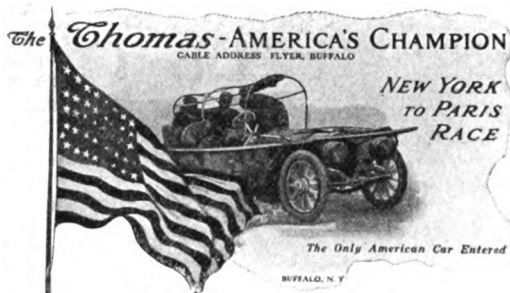
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Catalogue Department Makes a Hit

Hempstead, Long Island, N. Y.,
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Gentlemen:—I am the owner of several high priced touring cars and am in the market for a suitable runabout. Le me have the catalogues of _____ and _____.

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Very truly yours,

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Gentlemen:—I think you have a very clever idea in the catalog scheme. Our new catalogs (1909) will not be out for two weeks, but as soon as they are, I shall be very glad to send you a quantity of them.—**E. R. Thomas Motor Company.**

Bryn Mawr, Pa., 9-3-1908.

Gentlemen:—We are in receipt of your request of the 2d inst. for a dozen catalogs of our car. It is with pleasure that we send you these catalogs, and trust that this may be a means of reaching some people who heretofore have held off to a certain extent in writing to the manufacturers. We will be very glad to supply you with any more of these catalogs which you may need, upon request.—**Pennsylvania Auto-Motor Co.**

Kokomo, Ind., 9-4-'08.

Gentlemen:—We have your favor of September 2d at hand, and note with interest the advertisement of the new department which you are about to open—that of keeping catalogs of all the agents. In compliance with your request, we are sending you a dozen or more advance specification sheets of our 1909 line. Our catalog is not out as yet, but we will send same to you upon its issuance.—**Haynes Automobile Co.**

Cleveland, O., Sept. 3, 1908.

Gentlemen:—Our 1909 catalog is not yet out, but copies will be sent you as soon as they are received from the printer.—**The Winton Motor Carriage Co.**

Indianapolis, Ind., 9-4-'08.

Gentlemen:—We thank you for your request for catalogs for issuing to your inquirers, and would advise that we are sending you by to-day's express a number of these which we will very much appreciate your distributing.

If at any time you are in need of a further supply of catalogs or any other of our literature, it would afford us pleasure to send it to you.—**Premier Motor Mfg. Co.**

Detroit, Mich., Sept. 4th, 1908.

Gentlemen:—In compliance with your request, under date of the 2d inst., we have issued orders to forward you one dozen catalogues, one dozen power pamphlets and one dozen catachism booklets, which is an explanation as to why we incorporate a single-cylinder engine in our car.

We will greatly appreciate the forwarding of one each of the three different descriptions on any request for literature that may come to you, and in case you should desire more, we shall be pleased to furnish any amount you suggest upon application.

Thanking you for the suggestion, we are, etc.—**Brush Runabout Co.**

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Gentlemen:—It is a splendid plan of yours to keep a supply of the catalogues of different makes, and timely so far as I am concerned. Send me catalogues of a small touring car under 30 hp. and seating 5 persons.

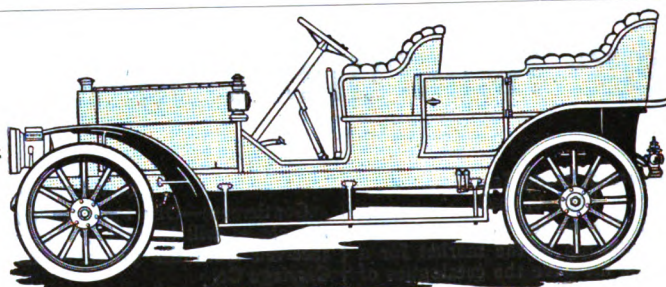
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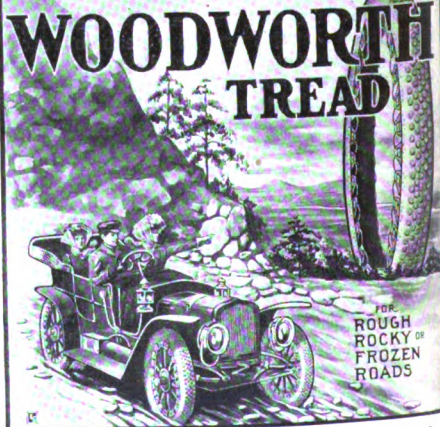
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Automobile Topics

Illustrated

Vol. XVI. No. 23.

NEW YORK, SEPTEMBER 12, 1908.

Price Ten Cents.

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ROAD LEADING TO MONTAUK POINT, THE EASTERMOST PART OF LONG ISLAND

Automobile Topics

Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

Vol. XVI.

NEW YORK, SEPTEMBER 12, 1908.

No. 23.

T O P I C S On a number of occasions in the past we had occasion to comment on the marked contrast between the way European manufacturers go about the business of building racing cars and having them put into commission and the American method—or lack of it—of tackling the same problem. The big European races always found the home manufacturers ready, while their rivals from this side of the water were almost invariably still in the tuning-up stage when the starting signal was given. A somewhat similar condition now confronts us in the matter of this season's contests. We have been talking about holding at least two races for special racing machines. The first of these, the Vanderbilt Cup race, is little more than a month off, the entries were to have closed the first of this month, and preparations for eliminating trials should be well under way by this time. At the last moment, almost, the Vanderbilt Cup Commission found itself in a position of having no racing cars in sight, with little likelihood of any miracle happening that would produce the vehicles that are coveted so eagerly. Face to face with this unpleasant fact there was only one thing to do—to change the date for the closing of the entries and to go into the highways and byways to see if some stray racing machines could not be picked up in the most unpromising places. All this has been done and the result to date is absolutely nil.

It is easy to say "I told you so," and truth bars the point of this dart and causes it to penetrate deep. How any one of common understanding, much less the astute persons into whose capable hands the Vanderbilt Cup race has been given, could have expected anything else it is difficult to conceive. Everyone with any knowledge of the subject is fully aware of the fact that it takes a considerable amount of time, as well as a large expenditure of money, to construct a racing car. Some of our manufacturers grappled with the task a few years ago and learned the truth of this statement. Since then, and especially since the unparalleled financial depression of last fall, no maker has even thought of turning out racers. The only cars of the kind in existence were those used in the 1906 Vanderbilt race, and they are not up-to-date by any manner of means. Thus the

choice among American makes was extremely limited. One could not help feeling doubtful whether any one of the cars referred to would be put in shape and brought to the starting point in the race. But such as they were, and slim as was the prospect of their being utilized, they were the sum total of what the American trade had to offer in the shape of purely racing cars. They formed the nucleus of an American representation. Eked out with a few speedy stock cars they might be expected to make a good showing for one country—America. The next thing, obviously, was to obtain foreign entries—which have always made the Cup contests really thrilling. But instead of planning for a representative showing of across-the-water-cars, the first thing done was to adopt a rule that effectually barred them from competition. This was flying in the face of the Ostend Congress and treating with supercilious disdain the rules adopted by it. As if this were not enough, there came next the break between the A. A. A. and the A. C. A.. The two actions combined to effectually remove any probability of foreign entries being secured. We know now that none have been secured, that no real effort was made to secure them. Yet they were the only real racers to be found anywhere, and the act of erecting a Chinese wall of error to shut them off was assinine in the extreme. The result is that we have a park-way on which to run a race but no cars.

What of the Ormond-Daytona races next winter? Are they dead, or merely slumbering?

Touring is the most popular diversion of the day. The good roads along the most traveled routes are almost literally covered with long lines of automobiles. They come and go, leaving in their wake a stream of gold that flows steadily and without ceasing into the coffers of the towns, villages and countryside.

It isn't proving to be such an easy thing to put through a double series of contests. That could have been foreseen from the start, had there been any desire to learn the truth.

It is strange how things go by contraries. In the early days of the Vanderbilt Cup race there was no scarcity of racing machines, but a suitable course was sought in vain. Now we have a specially constructed speedway—or part of one—and there aren't any cars to use it.

From the wonderful West comes the story of a lad whose desire to own an automobile was so great that he was ready to pay almost any price for it. The opportunity came when a woman more than twice his age offered to bestow upon him, at one and the same time, an automobile and herself. The boy struck a bargain, stipulating for the delivery of the motor vehicle first. This received, he became recalcitrant and refused to abide by the second part of his bargain. As a result he found himself in jail, charged with obtaining an automobile under false pretences. What won't people do to obtain the desire of their lives?

It has been discovered that the drippings from automobiles do not hurt asphalt pavements if the oil which makes them is good oil. Here's a chance for some enterprising oil maker to introduce a brand of oil warranted to help instead of hurt such pavements.

Motor Parkway Sweepstakes October 10

In almost the same breath that they declare that the Vanderbilt Cup race will be run, the Cup Commission makes public the details of a contest which must inevitably overshadow and ultimately displace that historic event. The new contest is termed the "Motor Parkway Sweepstakes," and will be open to cars of every class selling from \$1,000 up. It is scheduled to be held on the new Long Island Parkway on October 10, the date originally selected for the elimination trials of the Vanderbilt Cup race.

The official statement is issued by the Cup Commission regarding the Sweepstakes was given out Thursday morning and is, in part, as follows:

"In order to open the Long Island Motor Parkway with an automobile event which will be in keeping with "the fastest race course in the world," the William K. Vanderbilt, Jr., Cup Commission has set aside the elimination race, which was originally planned for October 10 to be the opening event of the new parkway, and substituted "The Motor Parkway Sweepstakes," an event which will take in cars of every class selling from \$1,000 up.

"They will all start together, at nine o'clock on the morning of October 10, around the Vanderbilt Cup Circuit of 25 miles. The larger cars will go the entire distance, 10 laps (250 miles), and the smaller ones will go from 4 to 8 laps, according to their selling price.

"It is believed that owing to the demand for a race between the 1909 models of various classes and makes the entry list will run up to more than 75 cars for this new event. The very novelty of the thing is attractive to the public, and the liberal conditions make it attractive to the manufacturers who wish to display the qualities of their 1909 models.

"The Cup Commission has offered the manufacturer more liberal conditions than have ever been given in a stock model event. The entrants must furnish evidence that the machine is of a type to be produced during 1909, or that has been produced in quantities during 1908, but touring cars will not be required to carry touring bodies or passengers. There is no restriction about mufflers except that they must not turn towards the ground, and machines can be geared for racing purposes. Exhaust mufflers may be removed if desired, together with all mud guards and other unnecessary equipment for a racing machine.

"It is believed that this race will afford not only a very spectacular and exciting event for the public, but it will bring forth all the speed which is claimed by the various makers this year. The grandstand which is being built for the Vanderbilt Cup race on October 24 will be completed for the Motor Parkway Sweepstakes, and special Long Island train and trolley service will be running just as they would have been had the Vanderbilt Cup elimination race been held on the 10th instead of the new event.

"The Cup Circuit is practically completed. All the bridges crossing intersecting highways on the cement parkway are up, oil has been ordered for the State and county roads which are to be used to complete the circuit of 25 miles, connecting both ends of the cement parkway, an elaborate telephone system for signaling and timing and reporting the positions of the cars on the circuit has been installed, and the boxes and seats in the grandstand are on sale. They may be obtained from Mr. Jefferson DeMont Thompson, chairman of the Vanderbilt Cup Commission, at the headquarters of the American Auto-

bile Association, 437 Fifth Avenue. The entry blanks for the Motor Parkway Sweepstakes will be out this week. The preliminary announcement of the various classes of events, in which \$5,000 in prizes are offered, is as follows:

"Class No. 1—Motor Parkway Sweepstakes.—For cars selling above \$4,000. Entry fee, \$150 for each car. Cash or plate prize to winner of \$1,000. Distance, 10 laps of the circuit.

"Class No. 2—Meadow Brook Sweepstakes.—For cars selling over \$3,000 to \$4,000. Entry fee, \$125 for each car. Dis-

tance, 10 laps of the circuit. Cash or plate prize of \$1,000 to the winner.

"Class No. 3—Garden City Sweepstakes.—For cars selling from \$2,001 to \$3,000. Entry fee, \$100 for each car. Distance, 8 laps of the cup circuit. Cash or plate prize of \$1,000 to the winner.

"Class No. 4—Jericho Sweepstakes.—For cars from \$1,001 to \$2,000. Entry fee, \$75 for each car. Distance, 6 laps of the cup circuit. Cash or plate prize of \$1,000 to the winner.

"Class No. 5—Nassau Sweepstakes.—For cars selling for \$1,000 or under. Entry fee, \$50 for each car. Distance, 4 laps of the cup course. Cash or plate prize of \$1,000 to the winner.

A. A. A. Threatens to Disqualify 24-Hour Race Contestants

Disqualification is to be meted out to the owners, entrants, drivers and cars competing, or even entered, in the 24-hour race to be promoted by the Motor Racing Association at Brighton Beach, N. Y., this week. They will, the A. A. A. statement sent out Thursday morning grandiloquently says, be disqualified "driving in any future races in this country." The statement, which is signed "Racing Board of the A. A. A.," and marked "official," is as follows:

The Racing Board of the American Automobile Association again declared its attitude toward the entrants, drivers and mechanics participating in unsanctioned race meets.

Notices have been sent to all of the drivers entered in an unsanctioned twenty-four-hour race to be held this week—to the effect that those participating in this event will disqualify themselves from driving in any future races in this country.

There was considerable speculation as to whether the Racing Board of the A. A. A., which is the National Governing Body, would apply a rule which was adopted July 22d relative to this matter, but this special notice sent out just prior to the starting of the "outlaw" race, is a fair warning to all drivers who expect to enter other races to be held in this country and means a great deal to a man who is making a living by race driving. A rule which is applied in this case, says:

"That entry in any unsanctioned race

meet, hill climb or other contest; or, authorized announcement to that effect in public print, shall be deemed sufficient cause for immediate disqualification by the Racing Board—of the owner, entrant, driver and car."

Protest Accomplishes Something

John R. Chace, vice-president of the Santa Clara Automobile Club of California, has written to the mayor of Oakland, Alameda County, complaining of the harsh treatment of motorists by the Oakland police, and has received a reply stating that the Board of Public Works has ordered speed signs to be erected informing autoists where the city limits begin and end and what the legal rates of speed are.

The Cruise of 54 White Steamers

A cruise was made recently by 43 White Steamers, commanded by "Admiral" C. A. Hawkins, from San Francisco to the Muir Redwood Grove in Marion County, Cal. The cars were driven by ferry to Tiburon and thence proceeded to the Government Park along the Bolinas road. For some distance they steamed up a creek. Luncheon was served at Muir Tavern, 260 motorists sitting down to it.

Declare Vanderbilt Cup Race Will Be Held

With the return to America on Tuesday of W. K. Vanderbilt, Jr., matters connected with the Vanderbilt Cup race reached a crisis, and it was only after prolonged discussion that it was decided to go ahead with the preparations for the contest.

The eagerly and confidently expected sheaf of foreign entries which the industrious publicity department of the A. A. A. had given out were on the way, failed to materialize. The cup donor and leading spirit in the conduct of the race frankly stated that he had no entries, and with this admission hope of holding a successful race, and almost that of holding a race at all, went glimmering. The blow was a stunning one, and for the time being left the A. A. A. forces gasping for breath.

A meeting of the Vanderbilt Cup Commission was called for Wednesday afternoon, to consider the situation, and it was attended, in addition to Mr. Vanderbilt, by Chairman J. D. Thompson, A. R. Pardington, Robert Graves, Frank Webb, M. J. Budlong and A. G. Batchelder. After a long discussion, lasting 3 hours, a decision was reached, and the official statement was given out that the race would positively be held on October 24 as originally planned, even if no more entries than the seven in hand were received. To induce the entry of other cars, however, it was decided to permit manufacturers to put in one, two or three cars by payment of the \$1,000 fee originally required. By this means it is expected that some makers will double or triple their entries and thus swell the number of starters.

The seven cars referred to are Robert Graves' Mercedes—which is now said to be the one used in the 1906 Vanderbilt race and not this year's Grand Prix winner; one Mora, one Chadwick, one

Acme, two Knox and one Thomas, the latter being one of those used in the 1906 race; all the others are stock cars. A. R. Pardington, who gave out the statement regarding the entrance fee, said that four more American and two more foreign cars were "in sight," in addition to two Locomobile racers which had been promised.

Mr. Pardington also gave out this statement:

"I wish to say, too, that the Motor Parkway will positively be ready for the race in plenty of time. It will be opened before October 10. Mr. Vanderbilt and I spent six hours on the course to-day, inspecting every foot of it, and he is more than pleased with the progress made. There is not the slightest doubt that we will be ready in plenty of time."

Advice from Little Rhody

"Please remember that your acetylene lights are a nuisance to everybody else but yourself, and don't use them in city streets or where not absolutely necessary." This is the pointed advice which is given its members by the Rhode Island Automobile Club on a little card which gives a table of speeds from 8 to 30 miles per hour. The card also contains a lighting-up table, based on one hour after sunset in the latitude of Rhode Island.

Shift of Dates at Cleveland

CLEVELAND, Sept. 8.—The date of the Cleveland reliability contest is somewhat uncertain, and the Automobile Club officers themselves are a little bit hazy as to when to hold it. The original date, October 7-9, conflicts with the Chicago run, and now it is announced that it will be held October 14-16.

Strang an Easy Winner at Lowell

Car	Driver	Time
60 hp. Isotta	Lewis Strang	4:46:34
60 hp. Locomotive	H. F. Grant	6:14:50
30 hp. Knox	Wm. Bourque	6:33:29
50 hp. Fiat	Geo. Robertson	6:38:32
50 hp. Simplex	Frank Lescault	Disabled
30 hp. Buick	Robert Burnam	Disqualified
50 hp. Knox	Chas. Basle	Disabled

For the third time this year Lewis Strang piloted J. H. Tyson's Isotta car to victory on Monday, September 7, in the 254-mile road race held at Lowell, Mass., leading his nearest competitor, H. F. Grant, of Providence (Berliet) by nearly 70 miles. By so doing the clever young New Yorker placed to his credit the third event of importance that has been decided this year, the other two being the Savannah and Briarcliff races, held last spring, and established beyond question his claim to a place among the foremost drivers of the world. His time for the 254 miles was 4 hours, 42 minutes and 34 seconds, or 53.6 miles per hour.

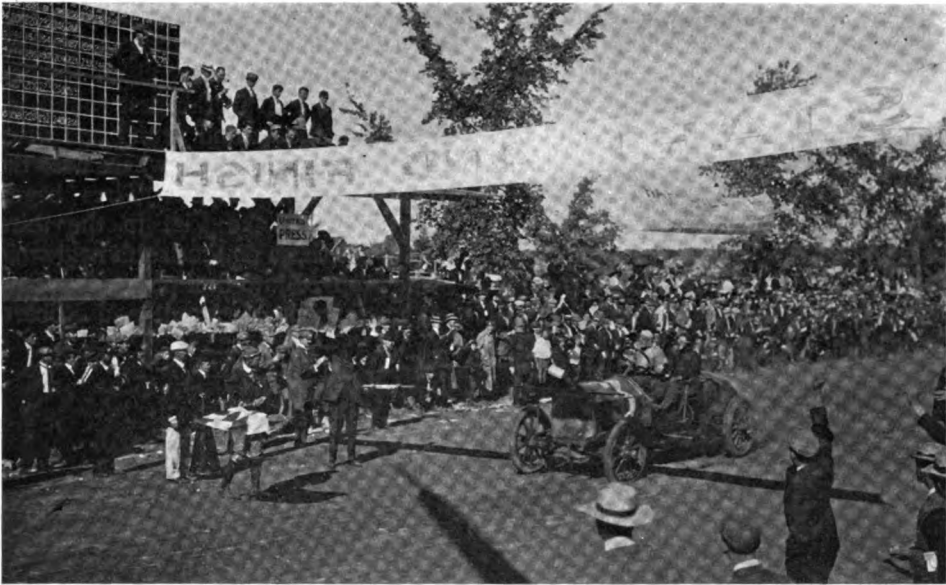
The race was a marvel of all-around success. Not an untoward incident marred it. Run in the presence of close to 100,000 who lined the 10.6 course, which was covered 24 times, it was marked by the most perfect arrangements for the conduct of the race itself and the comfort and convenience of the spectators, that have ever been provided for an event in this country. The course was undeniably fast, yet it was not without stretches that imposed a severe test upon the contesting cars. There was a stretch of almost perfect boulevard, straight and smooth, and permitting of exceedingly high speed; then stone pike of the give and take kind, with three turns and one hill, and places where the road surface was worn through to the rocks, which pro-

truded and played havoc with the tires of the contesting cars. The Lowell Automobile Club was the promoter, the controlling spirits who made the race the success it was being J. O. Heintze and F. S. Corlew. The first named took upon his shoulders the burden of the work, conceiving the race itself, paving the way for it by getting through the Massachusetts Legislature a bill authorizing the contest, reviving it when postponement threatened to put it out of the running for good, and enlisting in its support clubmen, individual motorists, tradesmen and pressmen, thus literally compelling success.

Not an accident of any kind marred the race. This was due in a great measure to the care and skill with which the drivers, and particularly Strang, handled their cars. The latter drove very fast on the good road, but never took any chances on the rocky stretches; and his negotiation of the turns was a pretty piece of work. A number of the other drivers had tire troubles, and this accounted for much of the delays experienced by them. Strang finished with one tire to the bad, and Grant's Berliet also shed a tire while going at full speed.

By his victory Strang won for his employer the \$1,000 Butler-Ames cup and for himself \$500, given by the tire maker.

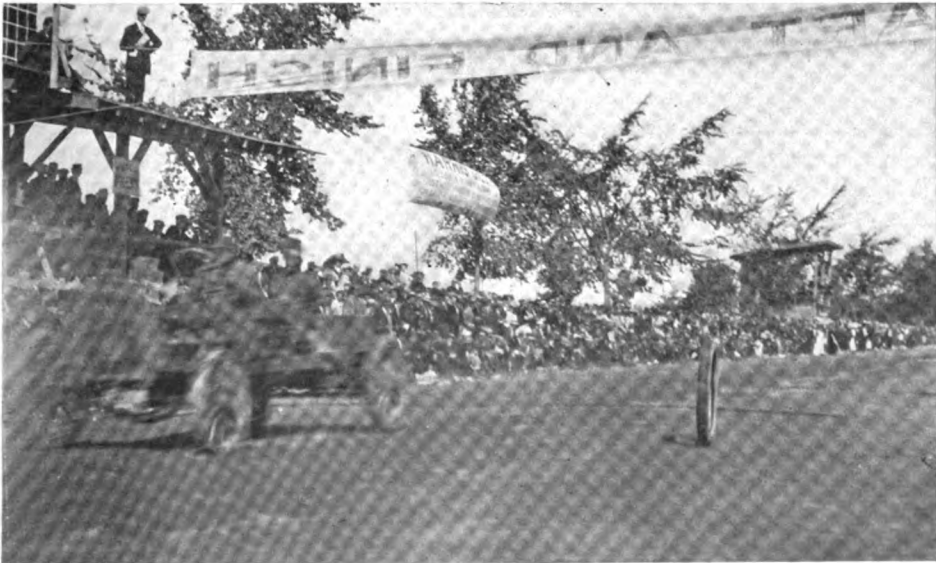
Seven cars came to the starting line at 10 o'clock in the morning and were



STRANG FINISHING IN THE 60 HP. ISOTTA

sent off at 1 minute intervals, as follows: 50 hp. Simplex, driven by Frank Lescault; 60 hp. Fiat, driven by George Robertson; 50 hp. Isotta, driven by Lewis Strang; 40 hp. Buick, driven by

Robert Burnam; 40 hp. Knox, driven by Wm. Bourque; 50 hp. Knox, driven by Chas. Basle; 60 hp. Berliet, driven by H. F. Grant. Four of the seven finished, those dropping out being Bur-



SNAPSHOT OF BERLIET CAR JUST AFTER IT CAST ITS FRONT TIRE

nam, Lescault and Basle. Burnam's retirement was due to a protest based upon the replacement of a radiator and the effecting of other repairs by spectators. This occurred on the 13th lap, and the disqualification did not take place until the 21st lap.

Strang's time for the 254.4-miles race was, as stated, 4 hours, 42 minutes and 32 seconds. C. F. Whitney's 6-cylinder Locomotive car, driven by H. F.

tance when most of his opponents had seven rounds of the course unfinished. He gained a single second on Robertson and the Fiat in the first round, 39 seconds in the second round and after that no one was ever anywhere near the Isotta-Fraschini driver. Tires began giving out on the Fiat in the third round, but those on the Isotta held well. Strang moved into first place after having passed both Lescault and Robert



J. H. TYSON (WITH GOGGLES ON CAP), MRS. TYSON AND THE BUTLER-AMES CUP

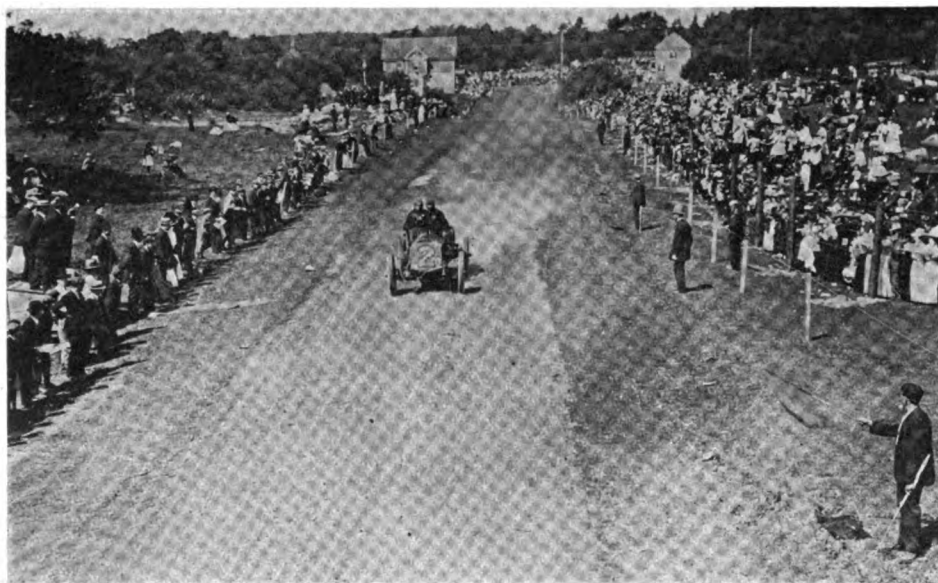
Grant, was second in 6 hours, 14 minutes and 58 seconds. Tire trouble followed Grant during the early part of the race, and this was largely responsible for cutting down his time. The Knox Automobile Company's 40 hp. Knox, driven by William Bourque, was third in 6 hours, 33 minutes and 29 seconds.

F. Rand Hollander's 60 hp. Fiat, driven by George Robertson, was fourth in 6 hours, 36 minutes and 32 seconds. Robertson was looked upon as an equal favorite with Strang and had more tire trouble than any other driver.

Strang led from the start of the race to the finish, having completed the dis-

son, Strang starting third. The winner drove with remarkable regularity throughout the race, his fastest lap being 10 minutes, 53 seconds and his slowest one 13 minutes, 16 seconds. Eighteen of his rounds were made in between 11 and 12 minutes.

On the first lap Robertson cut down Lescault's lead by 38 seconds, and Strang gained 39 seconds. Strang's lap was the fastest of the seven, and he was the virtual leader for the round. The second lap he drove in 11 minutes and 3 seconds, and cut the lead down further, while his third lap, in 11 minutes and 12 seconds, saw him first of the procession. The sixth lap, which he made in 10 minutes and 53 seconds.



ROBERTSON IN FIAT NEARING THE FINISH

proved the fastest lap of the race, none of the others approaching it in the course of the race.

Basle's Knox was the first to give up

the fight, being disabled at the seventh lap. On the thirteenth lap Burnham's Buick hit a post in rounding the hair-pin turn, and immediately afterward



THE GRANDSTAND AND THE FINE STRETCH OF ROAD AT THE FINISHING POINT

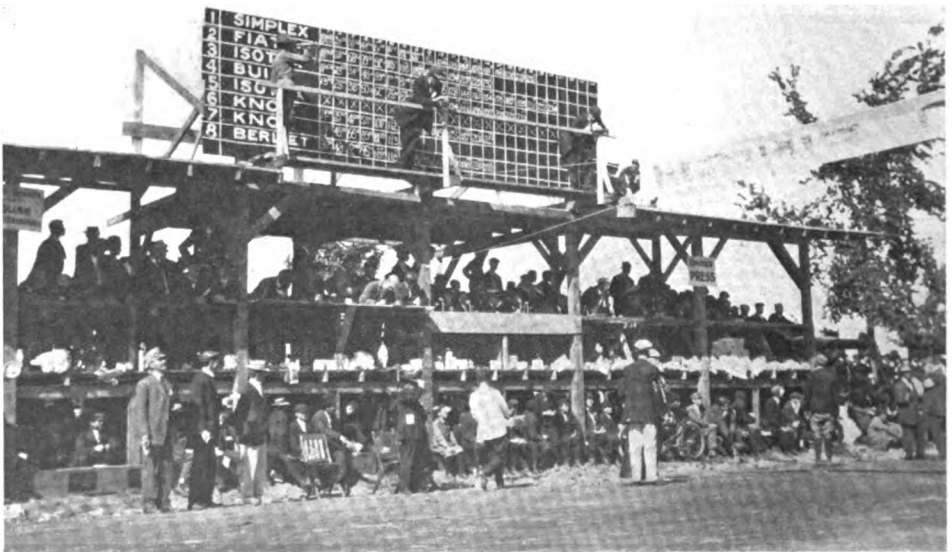
trouble developed in the rear axle. Burnam stopped the car and substituted another axle, losing 23 minutes. The car was protested, however, when he resumed the race, and was withdrawn shortly afterward. On the fourth round Robertson began to experience tire troubles, and in four rounds he lost forty minutes through this cause. Lescault and Grant meantime moved up ahead of him.

Strang running strong passed the 50-mile mark in a few minutes less than an hour and then opened up a half lap on the Simplex with the others even further behind. At the one hundredth mile Strang had gained nearly a lap on Lescault and was still running evenly without a suggestion of trouble. At the second century he had opened up a lap and a half on Lescault and was three laps ahead of Grant and six laps in front of the other two. From this time on it was simply a question of the margin by which he would land the winner. Lescault's Simplex cracked a cylinder at the 200-mile mark, and thus

Strang's only dangerous competitor was removed.

The winning of the race was largely a matter of tires. Strang, as usual, had wonderful luck in this respect, and never once had to stop to change a tire. The Simplex had only one blowout; but the Locomotive had three and the Fiat five. The Knox was almost as unlucky. The Isotta seemed to take the turns better than any of the other racers,, and from the time Strang went to the front on the third lap he was never headed to the finish. Robertson was conspicuously unfortunate aside from his tire troubles. He lost two tires in one round, and was compelled to run on his rim to the tire station.

The consistent running of the Isotta was the feature of the race. The record of the twenty-four laps shows a very slight variation in any one of them. His time lap by lap was: 11.43, 11.43, 11.00, 12.00, 12.41, 10.53, 11.49, 11.40, 11.17, 11.50, 11.30, 12.17, 11.24, 12.26, 11.54, 11.52, 11.39, 11.39, 11.27, 11.22, 11.45, 11.43, 13.16, 11.45.



THE SCOREBOARD AND NEWSPAPERMEN'S QUARTERS

No Records Broken at Wildwood

While no record-breaking time was accomplished at the automobile race meet at Wildwood, N. J., on Labor Day, under the auspices of the Wildwood Motor Club, yet some interesting sport was had. The track was somewhat heavy as a result of the hard rain of the day previous, and the best time any of the cars could make was 47 2-5 seconds for a mile, this being accomplished by a Stanley steamer in the time trials. The track record is 42 3-5 seconds, made on July 4 by a Fiat car.

John Wanamaker, Jr., son of Rodman Wanamaker, of Philadelphia, secured first place in a special match race for gasoline cars, much to the satisfaction of the spectators.

Following is the summary:

Gasoline Cars, Standing Start.—Won by Sharp Arrow, driven by William Sharp, in 1.04 3-5; second, Parkin, driven by Joseph W. Parkin, Sr., in 1.04 4-5; third, Studebaker, driven by Frank Yerger; fourth, Mercedes, driven by Arthur Hammerstein.

Open to Steam Cars Only. Run Between Three Stanley Steamers.—Won by Frank Dorrell, of the Motor Club of Wildwood, in 1.25 2-5; second, M. Clayton, 1.27 2-5; third, William Lippmann.

Special Race for Gasoline Cars.—Won

by Packard; driver, John Wanamaker, Jr. Time, 1.03 2-5. Pierce-Arrow; driver, ex-Senator John J. Coyle, second. Time, 1.19. Peerless; driver, Arthur Hammerstein, third.

Time Trials.—Won by Stanley Steamer; driver, Walter Harper. Time, 0.47 2-5. Sharp Arrow; driver, William Sharp, second. Time, 0.51 1-5. Parkin; driver, Joseph W. Parkin, Jr., third. Time, 0.51 3-5. Packard; driver, John Wilkinson, fourth. Time, 0.57 2-5. Studebaker; driver, Frank Yerger, fifth. Time, 1.05 3-5. Mercedes; driver, Arthur Hammerstein, sixth. Time, 1.06 3-5.

Handicap Race.—Won by Mercedes, driver, Arthur Hammerstein, 1.18, allowed 19 seconds; second, Parkin, driver, Joseph W. Parkin, Jr., 1.21, allowed 4 seconds; third, Stanley Steamer, driver, D. Walter Harper; fourth, Sharp Arrow, driver, William Sharp, allowed 4 seconds; fifth, Studebaker, driver, Frank Yerger, allowed 18 seconds.

Kilometer Time Trials.—Won by Stanley Steamer, driver, D. Walter Harper, 27 seconds; second, Parkin, driver, Joseph W. Parkin, Jr., 30 seconds; third, Mercedes, driver, Arthur Hammerstein, 41 seconds; fourth, Studebaker, driver, Frank Yerger, 41 1-5 seconds.

Free-for-All.—Won by Stanley Steamer, driven by D. Walter Harper, in 0.55 2-5; second, Parkin, driven by Joseph W. Parkin, Jr., in 0.58; third, Sharp Arrow, driven by William Sharp, in 0.50.

Michiganders Prepare for Big Contest

DETROIT, Mich., Sept. 7.—Arrangements are practically complete for the 300-mile run to be held under the auspices of the Michigan State Automobile Association, September 24-26. The course is from this city to Grand Rapids and return for Detroit and Flint motorists, and from Grand Rapids to Detroit and back for drivers from other parts of the State.

One hundred entries are assured, and numerous trophies in the way of cups have been offered, serving to greatly stimulate interest.

Detroit and Flint drivers will leave here so as to arrive at Grand Rapids on the 24th. A banquet will be given there that evening, and the following morning the entire party will start for Detroit. The return trip should land the last of the contestants in Grand Rapids on the evening of September 26.

The Fifth Annual National Motor Boat and Engine Show in New York City is to be held at Madison Square Garden, February 15 to 23, 1909.

Exploring Long Island from Bay Ridge to Montauk Point

BY PIONEER

Once upon a time, in the days of the ferries, there was a tradition that "the road to Montauk is impassable." Although thousands of motorists were in the habit of exploring all the other parts of Long Island, as soon as they heard this terrifying tradition they would hurry away from the eastern end of the Island as fast as their gasoline would carry them. There were a few drivers who doubted the truth of this tradition, but they were not sufficiently interested to examine for themselves. Hence, it was for years, and years, and years, no one visited the domain of the Sand-man—at least no one who ever told about the wonders of the place.

Perhaps the road to Montauk Point would have continued for many years to be to the tourist what the strait between Scylla and Charybdis was to the mariner of old, had not the suggestion been made that the New York Automobile Trade Association hold a two-day "Mechanical Efficiency Contest" from New York to Montauk Point and return. I was asked by the promoters of this contest to lay out this route, and as a result of my trip I must shatter the old tradition to which I have alluded. The road is *not* impassable, the waves do *not* wash over the road at high tide and there are *not* swamps which engulf vehicles which attempt the journey. On the contrary, any good automobile should be able to make the journey.

Starting from Columbus Circle on our tour of exploration in our 30 hp. White Steamer, we made our way to the country house of the Crescent Athletic Club on the Shore Road at Bay Ridge. At this point the contestants in next week's run will begin to travel on a schedule. Their route, as we laid it out, will take them through Bath

Beath, and then over the old Kings Highway to Eastern Parkway, and from there to the Merrick Road. Then begins the long and somewhat monotonous ride through the towns of the South Shore. There is an almost unbroken stretch of macadam road right out to Amagansett, which has hitherto been the eastern terminus of the motorists' map of Long Island. But east of Amagansett we get something very different—not only a different style of road, but different vegetation, different topography and different scenery from anything we had ever seen before.

The twenty miles of country from Amagansett to Montauk Point is made up of sand dunes. For miles at a time one does not see any vegetation except a sort of rank stubby grass. There is no road in the usual sense of the term. The wagons, traveling in the same ruts, have worn a well-defined path and no one need have fear of losing the way. In some places the going is rather heavy, and in spots it might even be called swampy, but certainly there is no obstacle which can bar the progress of a good touring car.

There can be no question but that this end of the Island is very desolate. Not a habitation is seen and no wagons are met with along the route. Occasionally the road, or, to speak more correctly, the trail, approaches close to the edge of the crumbling sand cliffs and we see and hear the waves breaking upon the shore, 40 to 75 feet below our feet.

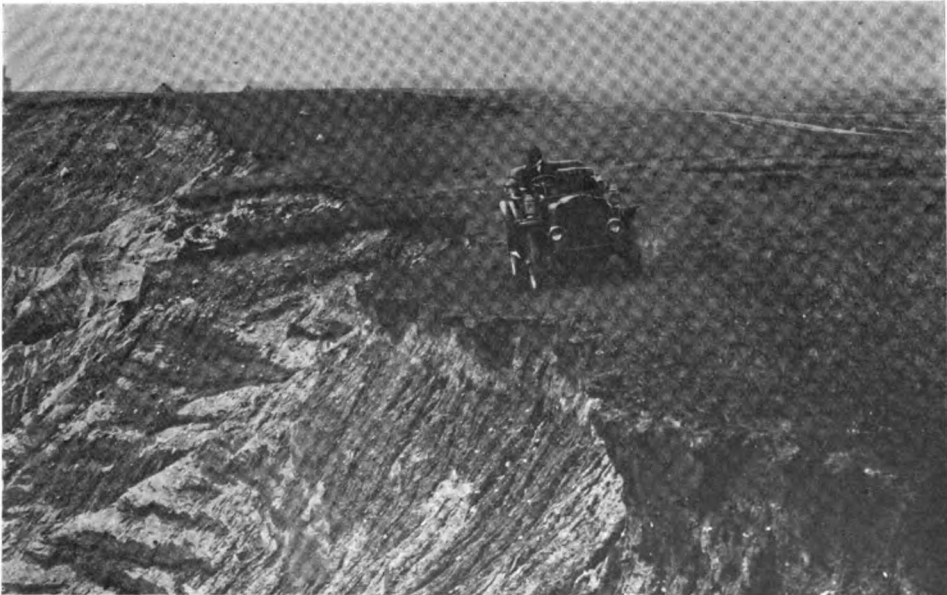
The first building we see after leaving Amagansett is the U. S. Life Saving Station, five miles from the town. We proceed an equal distance and then pass another Life Saving Station. Evidently this is a dangerous section of the coast for the mariner. Now our road



HOW NEW YORK'S \$50,000,000 IS BEING SPENT

bears away from the shore and we skirt the edges of a fresh-water pond. Then the Montauk Inn comes into view and, after a stiff quarter-mile climb, we alight at this delightful hostelry.

The settlement of Montauk, where the Inn is located, is at the end of the railroad, but not at the end of the Island. We have a journey of $6\frac{1}{2}$ miles across the dunes before we reach Mon-

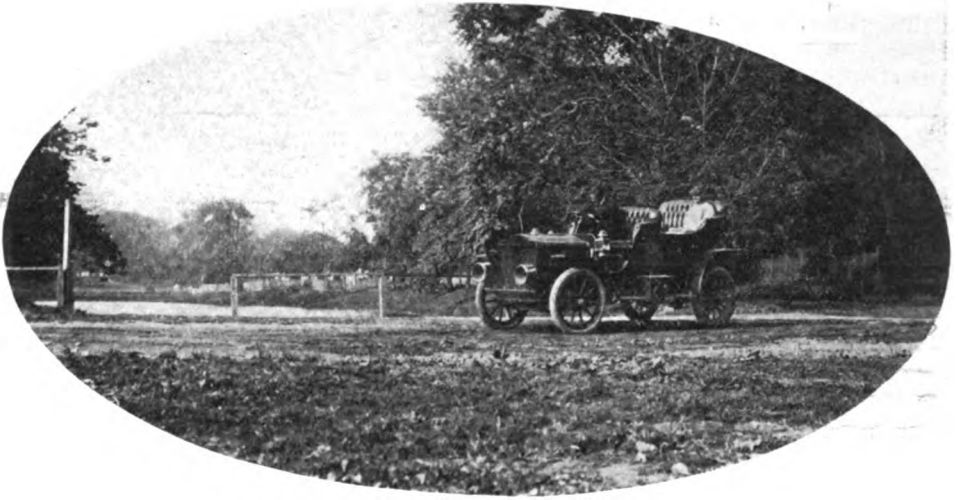


A WHITE STEAMER ON RUGGED AND ROCKY MONTAUK POINT

tauk Point, on the very extremity of which is the lighthouse. Here we are greeted by the keeper, Capt. Scott, who has been "on the job" for 23 years. He looks over our machine critically and remarks, "They certainly make fine automobiles nowadays. I s'pose people will soon be traveling here in airships." "May Heaven help them if they do not

the grades, it might be said, require a wide open throttle, even on our car.

Our road winds along the shore, through Port Jefferson, Setauket, Smithtown, Northport, Huntington and Oyster Bay. Just as we are leaving the latter town we catch a glimpse of President Roosevelt and Mrs. Roosevelt as they whirl by us in one of the Govern-



A VIEW OF NORTHPORT

make a landing here," we reply, gazing out toward Europe.

From Montauk Point we retraced our way across the dunes to Amagansett, and then along the Southern Boulevard to Good Ground. Here we turned off to the north and made our way through Riverhead to Wading River, where the Sound comes into view. The topography of the North Shore of Long Island is so different from that of the South Shore that one can hardly believe that only a scant six to twelve miles separates the two coast lines. While the South Shore is as flat as the prairies, the North Shore has all the characteristics of a mountainous region, which means that the road leads constantly up and down hill and some of

ment White Steamers. We toot our horn uproariously and the President acknowledges this "automobile salute" by tipping his hat. Then after passing through Glen Cove and See Cliff we come to Roslyn and Manhasset, of Vanderbilt race fame. Keeping straight ahead on Broadway, we continue into Flushing where, in the two-days' contest of next week, the contesting cars will check in for the last time and will then proceed on whatever schedule they may desire to the finishing point at Columbus Circle.

It is a safe prediction that all who take part in the run, even the veterans of the Glidden tours, will describe the 300-mile route as the most interesting and picturesque two-day trip of their

experience. Certainly no one who makes the trip will forget those strange, arid, desolately beautiful sand dunes on

the eastern end of Long Island, where neither man nor bird nor beast has cared to establish a habitation.

Nazarro Again Wins Florio Cup Race

Italy scored again in the Florio Cup race, which was run at Bologna on Monday, September 7, France being second. The victory was due to the second win of this famous event by Felix Nazarro, the dashing Italian driver whose successes have been numerous during the past few years. He covered the 528 kilometres (327.6 miles) in 4 hours, 25 minutes and 21 seconds. This is an average speed of 119 kilometres 600 metres (74.27 miles) an hour and shatters all former road race records.

Seventeen cars started in the event, but only six finished, the pace set by Nazarro, who declared he was driving his last race, proving too trying for the other contestants. Mishaps were nu-

merous, but no serious accident marred the event.

Of the seventeen starters six were Italian cars and eleven were French products. The Italian cars showed 50 per cent. finishing the course, while 27 per cent. of the French cars finished.

The following finished after Nazarro, in the order named: Second, Irucco, De Dietrich, French, 4 hours, 34 minutes, 7 seconds; third, Cagno, Italia, Italian, 4 hours, 56 minutes, 12 seconds; fourth, Demogeot, Mors, French, 4 hours, 57 minutes, 11 seconds; fifth, Lancia, Fiat, Italian, 5 hours, 8 minutes, 51 seconds; sixth, Garcet, Bayard-Clement, French, 5 hours, 22 minutes, 7 seconds.

No Elimination Trials at Savannah

There will be no elimination trials held in connection with the Grand Prize race of the Automobile Club of America, to be run in Savannah, Ga., on Thanksgiving Day. This decision was reached after receiving word from Savannah that the Georgia State troops would be available on only two consecutive days during the months. Robert Lee Morrell, chairman of the Contest Committee of the Automobile Club of America, decided therefore that as the light car race, intended principally for American small car manufacturers, was of extreme importance both to the industry and the sport, that the club would dispense entirely with the date originally reserved for a possible elimination trial.

Including two Benz cars, concerning which the Benz Co. has been in corre-

spondence with Secretary Butler, the owners of twenty foreign machines of Grand Prize design have signified their intention of participating at Savannah, it is said.

Mr. Morrell also stated that he would limit the entries in the Grand Prize race to 26, on account of the fact that the club has burned its bridges behind it by substituting the light car race for the elimination trials, and that he would accept entries up to this number in the order in which they were received. He added that he hoped that outside of the entry of the five American cars so far privately promised, that there would be a number of other representative American manufacturers who, either through patriotism or hard-headed common sense, would enter the big international race.

100 Miles an Hour Can Be Made on the Parkway

An even 100 miles an hour is the speed which Joe Tracy says can be made on the new Long Island Parkway, 11 miles of which is practically completed and ready for the Vanderbilt Cup race—if the latter ever comes off. This estimate was formed after Tracy had driven the Locomobile racer which he piloted in the last Vanderbilt race over the completed portion of the parkway.

The trials were made on the section near Central Park, L. I., where it is purposed to place the grandstand for the cup race. The cement track is absolutely level at that point, but Tracy had to get up his speed on a slight curve, which militated against record time.

Four trials were made, two each at one-half mile and one-quarter mile. The first half-mile trial was done in 23s, and the second in 24s. Then a quarter-mile section was measured off and the Locomobile racer made the first trial in 11s. Tracy then made a final effort and sent the race veteran the distance in 10 4-5s.

"The cement parkway makes an excellent racing road," said Mr. Tracy, after completing his speed tests, "because it is absolutely dustless and on account of the grayish color it does not blind the driver, even in the glaring sun, and is very easy to follow even at a terrific speed. There are new sensations also in driving over the cement highway which one does not meet on the ordinary State or county road. There is quite as much bouncing and swaying of the car as you find on the dirt road—possibly a little more—but there is not the slightest tendency to skid even on the turns, which are only banked, the engineers tell me, for a speed of forty miles an hour (that is theoretically). I took several of these

turns which have been completed at the rate of sixty miles an hour and found the banking ample. Over the straight stretches, I think I broke my best record in the last Vanderbilt race, that was 106 miles an hour, for a quarter-mile stretch, which we measured off near our racing headquarters at Lakeville.

"I do not think that the cement highway is going to bother the racing drivers at all, because most of them have driven in Florida over the hard sand, and the appearance of the bridges where the Parkway goes under an intersecting highway is very much the same on approaching them at high speed as the pile bridges over the sand course in Florida. As the car comes to one of these bridges of course the abutments seem to be about two foot apart and, of course, the possibility of getting through such a narrow space does not appeal to a novice who is traveling at the rate of 90 or 100 miles an hour. These abutments widen out, however, as the car nears them, but the reverberatory shock is very deafening at the second the car passes under this solid cement viaduct.

"There is also going to be quite a novel sensation to the racing driver as he shoots up over the bridges where the Parkway crosses a highway at elevation. The natural inclination is to shut off at a bridge of the ordinary type, because there is generally a danger of breaking a spring on account of the irregularity of the surface. In the case of the cement road, however, there is no chance of breaking a spring upon reaching the top of a bridge, and the drivers would soon find that they can take them at full speed, thus producing an excellent and very exciting thing for the spectators.

"The beauty about the Parkway and



A STRAIGHTAWAY STRETCH OF THE PARKWAY—AT CENTRAL PARK

of the Vanderbilt race this year is that the promoters will find the monotony of an old-fashioned road race relieved, and they can obtain a longer view of the cars as they approach and as they disappear.

"I think if I were going to look at the race instead of driving I should either get in the grandstand, where I could see the long sweep of high speed,

or else locate near one of the large bridges, where I could see the cars as they flew up over the cement and disappeared in the distance around a curve. The curves of the Parkway are banked about right for fast touring cars, but I do not think that it would be possible for the racing cars to take these curves at a greater rate of speed than a mile a minute."

The Old Glory Automobile Girls Arrive

TOLEDO, O., Sept. 7.—In a gay procession of automobiles the "Gen. Gibson Old Glory Girls" arrived in Toledo for the National Encampment of the G. A. R., held here last week. They were in charge of Capt. Henry J. Stolzenbaugh, of Tiffin. They made the trip in large touring cars and attracted great attention during the entire week. There were just an even score of these Glory girls, each handsome and dashing. They carried each a beautiful

banner and fairly made the welkin ring while in the city. They came to do honor to the memory of General Gibson, who in '61 raised a regiment and in '66 was breveted a brigadier-general of volunteers for meritorious service and conduct. The Glory Girls were entertained in a fitting manner while here at the home of Mrs. D. P. Vil-drus, daughter of Gen. Gibson, at her beautiful home on Robinwood Avenue.

Triumphal Arch for Garden Show

The decorative features of the Ninth National Automobile Show, which will be held in Madison Square Garden, January 16 to 23, were given much thought and care at the all-day session of the Board of Managers of the Association of Licensed Automobile Manufacturers, held in New York on September 3. The scheme of decoration, the details of which were set forth by Chairman George Pope, of the Show Committee, met with much enthusiasm and was unanimously approved.

The scene of the show will be a very striking one, of great beauty and marked simplicity. The structural arrangements will provide a large amount of additional floor space, as well as a more effective ensemble than has heretofore been had. A magnificent triumphal arch is a leading feature. The novel system of installing signs indicating the exhibits will result in greater convenience to the public, and not only not mar the decorative background of the show, but will enhance its value. In fact, the idea of providing a suitable background, appropriate, adequate and sufficiently rich, for the formal debut of the 1909 Association cars as a whole, has been carried out most successfully.

In consonance with this result the Show Committee, consisting of Col. George Pope, chairman; Charles Clifton, Marcus I. Brock and M. L. Downs, secretary, has spent considerable time in perfecting details for improving and facilitating the conduct of the show, and meeting the needs and desires of the public and the exhibitors.

The allotment of space for the presentation of the members' new models was made.

The Hand Book Committee reported progress in the preparation of the 1909 Hand Book of Gasolene Automobiles, a handsome year book, of which the 1909 edition will be the sixth.

The recent aggressive policy of the association members prohibiting their dealers from handling unlicensed cars met with full support and will be continued with rigid enforcement. H. T. Clinton, who has been in charge of the agency, as well as the publicity department, tendered his resignation, which was accepted. P. Chalfant, assistant general manager, will in the future handle agency matters. Coker F. Clarkson, secretary of the mechanical branch, will be in charge of the publicity department.

Posters and Decorations for Palace Show

Two posters were selected and the examination of decorative plans proceeded with at a two days' meeting of the Show Committee of the Ninth International Automobile Show, which will be held in Grand Central Palace, New York, beginning New Year's Eve. Either of the two plans for the decoration of the building now under discussion will, it is believed, mark a distinct departure from anything ever seen at a motor car exhibit here or abroad, being unique and original, besides having

features for the admiration of art lovers.

Of the two posters adopted, one will be in seven colors and the other in five, and both are said by those who have seen the originals, to be entirely new in the line of show publicity.

Space applications and diagrams have been sent from the office of the American Motor Car Manufacturers' Association, and early returns indicate a demand that will far exceed the 78,000 square feet of space available in the

Palace this year, under the new space arrangements.

At the meeting were H. O. Smith, chairman; S. H. Mora and Benjamin Briscoe, of the A. M. C. M. A.;

E. Rand Hollander, representing the Importers' Salon; D. J. Post, for the Motor and Accessory Manufacturers, and Alfred Reeves, general manager.

Zeppelin to Found an Aeronautic Institute

According to the German papers, Count Zeppelin has announced that it is his intention to found an institute for the investigation of the problems of aerial navigation in the interest of German industry, defence and science.

The contributions made by the public are, according to him, now far beyond the sum necessary to replace his destroyed airship and beyond the sum

which he intends to accept toward the recuperation of his private fortune, which was spent in his airship experiments. The surplus now in hand and all further contributions will be added to the endowment of the institute. The Bank of Stuttgart, which is receiving the subscriptions, has \$500,000 deposited to Count Zeppelin's credit, and about \$250,000 has been subscribed.

Another "Tour Around the World"

Following the lead of the Montclair, N. J., Young Men's Christian Association, in holding a "Trip Around the World," on June 13, the Associations of Morristown, Madison and Chatham have joined in a movement to hold a similar event on October 10. The young men, who are assisted by many prominent New Jersey motorists, are arranging an elaborate program for their automobile carnival and "Tour Around

the World," the affair to start at 2 p. m. and continue till 9 p. m. on the afternoon of Saturday, October 10.

A 12-mile route is being mapped out, and the visitors will be taken in decorated automobiles through Washington, D. C.; Peking, China; Yokohama, Japan; Berlin, Germany, and Constantinople, Turkey. The proceeds derived from the event are to be used for charitable purposes.

Frenchman Finds an Aerial League

Dr. Rene Quinton, the eminent French biologist, whose interest in aeronautics is well known, has just taken the initiative, says *L'Auto*, in creating a French aerial league. The broad lines of the association were decided upon more than a month ago, and Dr. Quinton has been able to group around him the most prominent persons in the country who are interested in aeronautics and aerial problems.

The idea of the promoters is to

model the new association after the German Naval League, and it is hoped to carry on in France a similar useful propaganda on behalf of aeronautic matters.

The Chalmers-Detroit entry in the Vanderbilt Cup race, made by J. S. Harrington, of Worcester, Mass., has been withdrawn by the company. Lack of time in producing and testing a car is assigned as the reason.

Aviator Orville Wright's Amazing Flights

The "Master Aviator of the World" is the title earned and freely bestowed upon Orville Wright, one of the famous brothers of that name, in consequence of his amazing feats performed at Fort Myer, Va., this week. Sensation has followed sensation at this experimental station, each exploit eclipsing its predecessor and seeming to set a mark that would stand for a long time to come, only to be surpassed a little later. The culmination—or at least what appears to be such at this time, Thursday morning—came Wednesday, September 9, when all previous records of adventurers of the air were smashed to smithereens on two separate occasions. The "master aviator" succeeded in remaining in the air 57 minutes and 31 seconds in the morning, sweeping through space at the rate of 38 miles an hour, and circling at will; and later, in the afternoon, he made another ascension and remained up 1 hour, 2 minutes and 15 seconds. Not satisfied with this phenomenal performance, he descended, took on a passenger, ascended and remained up 6 minutes and 26 seconds.

The first flight was the most spectacular, so far as altitude was concerned. It was then that, with few people to watch him, Wright determined to familiarize himself with the upper air. From his normal course of some forty feet above the parade ground he turned the nose of his skimming craft upward for little runs at a height of 150 feet from the ground.

But as a demonstration of perfect mastery of his planes, and consequent mastery of the air, the long flight in which he broke his own and all other records for endurance was unequalled. When Wright descended from his morning flight he said that if he had known how near the hour limit he had come he would have stayed up longer.

and there is no doubt that he would have done it. But the experience he gained in his 57 minutes of constant attention to the tricks of aviation in his early flight told its own story in the inventor's assurance in the afternoon, and in the perfect response to the slightest touch he made on his three levers.

The most representative company that has yet watched the daily experiments gathered in the afternoon, following the report of Wright's early success. Gen. Nelson A. Miles had come to Washington for the express purpose of watching the flights, and studied the manoeuvres of the inventor. Secretary of War Wright and Secretary of the Navy Metcalf were on the grounds long before the flight took place, and the army was represented by Gens. Oliver and Murray, Col. Hatfield, and many others. The French Military Attache, Major Fournier, who recently witnessed some of Wilbur Wright's attempts at Le Mans, was also present. The crowd numbered several thousands.

It was 5:17:45 o'clock when the heavy weights dropped from the derrick and gave the forward impetus to the airship, waiting on its monorail. Wright had taken his seat a moment before without the least apparent uneasiness, and in a businesslike way took hold of the controlling levers.

As viewed from behind at close quarters the enormous planes with the large twin propellers whirring with an irregular rattle behind them seemed to flutter off down the parade ground like a wounded bird. As the distance increased, however, the impression of irregular motion conveyed by the propellers was lost, and the machine seemed to be sliding over the grass on its skids like an iceboat over a frozen lake. The aeroplane was fully 100

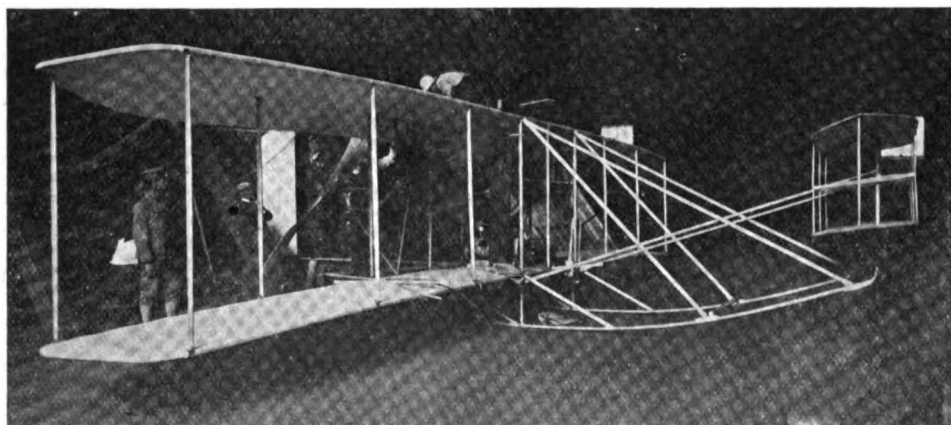
yards from the starting point before it could be seen that it had left the ground, and was skimming the highest weeds under its own power.

Then like a giant gull, snow white in the sunlight, the tips of the planes tilted to the left, and still on the rise the aeroplane passed over the aerodrome at the other end of the field, missing its gable roof by only a few feet. Wright held his planes and rudder rigid until a complete half circle had been described, and then brought the ship back to an even keel as he sped

if with a leap to a height not far short of 100 feet.

After the first few rounds Mr. Wright settled down to a methodical management of his machine. Time after time he circled the field, varying the diameter of his circle and the height of his course only enough to gain added experience at each turn. But it was in this steady flight that the beauty of his motion was most apparent.

The sun was just setting as the record-breaking flight ended. At each turn the low light caught the titled canvas



THE FAMOUS WRIGHT AEROPLANE

up the field along the side of Arlington National Cemetery.

The crowd, intent on watching the start had given only a straggling cheer as the falling weights jerked the machine along the starting rail, and the cheer was quite lost in the whirl of the propellers and the backward rush of a powerful current of air. But as Wright soared over the spectators crowding around the starting point, a long yell told their spontaneous enthusiasm. The aviator did not move his hands from the levers to wave an acknowledgment, but instead he dipped the nose of the bird-like structure, swooped to within twenty feet of the ground, and returned as

of the planes, and brought out their whiteness in startling relief. Each turning of the southeast corner in particular presented the full length of the ship as it tilted to an angle of thirty degrees, the lower wing of the planes cutting the heavy shadow of the trees in Arlington Cemetery. In showing the endurance of his craft, Wright circled the field fifty-five times.

The short flight with Lieut. Lahm showed that the requirement that two men shall be carried for the prescribed length of time is anything but a handicap to the inventor. Though the ship rose a trifle more slowly than with the lighter load, it rose with an evenness

and steadiness that showed plainly that, with two men on board, the aeroplane would prove a more reliable support than with one.

Following two flights on Tuesday, one of seven minutes and the other of eleven minutes, when he pleased the onlookers with the way in which he circled around the parade ground, Wright sprung a great surprise on Wednesday morning by making a flight which lasted 57 minutes and 31 seconds. In making this record the aeroplane circled about the testing grounds 58 times.

Had each round of the course covered the maximum circuit, as measured later, of 9-10 of a mile the total distance would have been 51.3 miles. This would mean a speed of 53.5 miles an hour. The actual distance was more limited, however, and the motor was not run at full speed, it was said.

The longest previous flight by either of the Wright brothers was an unofficial one of about 35 minutes, made

in North Carolina several years ago.

Wright's flight nearly doubles the best previous heavier-than-airship record, that of 29 minutes, 55 seconds, made in France last Sunday by Delagrangé.

Wilbur Wright, the American aviator now doing "stunts" in France, on Saturday, September 5, approached within a few seconds of Henry Farman's best record of 20 minutes, remaining in the air 19 minutes, 45 seconds. His average speed during the flight was at the rate of 37 miles an hour, with the wind blowing four miles an hour. If he had known, Mr. Wright could easily have beaten this record, as he descended only because he imagined something was wrong with the motor.

After his long sail, Wright attempted a second flight, which ended unfortunately after he was in the air 3 minutes, 21 seconds.

Aero Club of France Grand Prix

In the annual Grand Prix contest of the Aero Club of France, which has been fixed for October 4, the starting point, as usual, will be the Tuileries Gardens, and the winner will be the pilot who succeeds in covering the greatest distance without coming to the ground. The prize is a sum of 1,500 francs (\$300).

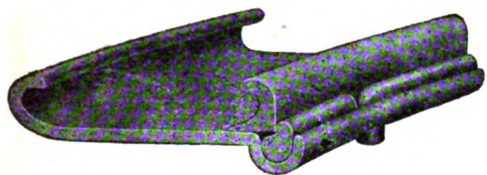
The winner will also receive medals and other trophies from the Minister of War, the Minister of Public Instruction, the Paris Municipal Council and other prominent official bodies. Twenty balloons will be permitted to take part in the event, and their capacity is to be limited to from 600 to 1,600 cubic meters.

Spain to Have a Dirigible

Not to be behind other nations, Spain also is to have a dirigible, which is now being constructed by Engineer Leonardo Torras-Queredo and Captain Kindelan, of the Aerostatic Park of Guadalaajara. Trials will soon take place in the presence of the King, who is greatly interested in the invention, the origin-

ality of which will consist in the fact that it will be able to be set in motion and controlled at a distance by means of a "telekino," a radiographic propelling apparatus invented by Signor Torres-Queredo, and already employed to some extent in the manipulating of torpedoes.

Automobile Topics Tour



FOR CLINCHER TIRE

AS an evidence of the favorable impression this rim has made upon car manufacturers, it may be stated that it has been adopted by the American League of Automobile Manufacturers as standard equipment for American cars; the change to take place as soon as it can be conveniently arranged.

Morgan & Wright Tires and Standard Rims would furnish a matchless equipment for your car, from the stand point of both economy and modern rim design.

MORGAN & WRIGHT, Detroit

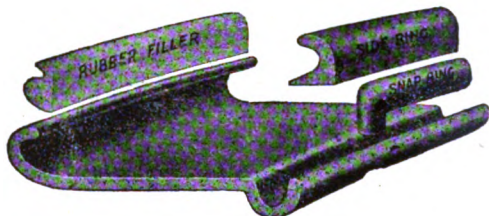
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Removed and applied by simply unsnapping or snapping the locking ring. No turnbuckle to bother with. Accommodates any standard size tire:

**Clincher
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Quick Detachable**



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Pittsfield, Mass. to Burlington, Vt.

Within the past year or two Vermont has become a favorite touring ground for motorists. This week's route, which has been out of print for some time, taps the Green Mountain Country from the Berkshire region and traverses the greater part of Eastern Vermont. The details follow:

Pittsfield.

From Park Square follow trolley via North St., north through Pontoosuc village to the east and by Pontoosuc Lake direct to Lanesboro (5 miles). Follow main highway north for $1\frac{1}{2}$ miles and just beyond brook crossing turn sharp left and about 200 yards beyond turn sharp right and follow what is called "Main Road," north, winding along line of Housatonic Brook, connecting with and following the Williamstown road to New Ashford (12 miles); T. R. and follow new road, following line of brook and Green River to

South Williamstown (16 miles).

Bear right to river road and follow along line of river, via Sweet's Corners, all the way to

Williamstown (21 miles).

From Main St. T. R. and north via North St., bear to the right, cross iron bridge over Hoosac River, under railroad, and continue straight ahead until road joins trolley, which follow over State line, direct to

Pownall, Vt., (26 miles).

Turn to right, and continue straight ahead uphill to Pownall Center; thence proceed straight north for six miles to fork at school house, where T. R. via South St., to Main St.,

Bennington (35 miles).

From Battle Monument continue north, across railroad, down hill, cross Walloomsac River, straight ahead, cross another small bridge and railroad, then continue direct north, following telegraph poles through South Shaftsbury (40 miles). cross railroad, straight ahead to

Shaftsbury (45 miles).

Cross railroad at right, take left road at fork and continue along line of railroad to Arlington (50 miles). Continue on same road, close to the west of railroad, for two miles to grade crossing; here take

left road, bearing away from railroad, direct to

Manchester (58 miles).

Follow direct road through East Dorset, North Dorset, Danby (72 miles), South Wallingford (77 miles) to

Wallingford (81 miles).

Follow river road north, then turn sharp right, through covered bridge, one-half mile beyond over bridge to River St., follow direct to Madison St. and north to Main St.,

Rutland (90 miles).

From Park and Court Square, Main St., go west, via West St., turning right at Memorial Hall, Grove St., and left into State St., which follow west past old cemetery on left, direct road to Rutland Center and Proctor to

Pittsford (99 miles).

Bear to left and continue east to Cox Mt., take left fork beyond mountain and bear left to Brandon; follow main road direct north to Salisbury, where bear to left and continue to Middlebury (126 miles). Follow main highway, crossing railroad and river to west of river, to Huntington Falls, cross river and follow north, turning sharp right three miles from the river, towards railroad, and follow to

New Haven Junction (134 miles).

Continue northwest, following railroad, to Vergennes Station, and direct north cross to east of railroad, and follow main road to Ferrisburg and North Ferrisburg (143 miles). Follow same road north, through Charlotte Center, up hill, past church on left, and bear to left straight road to

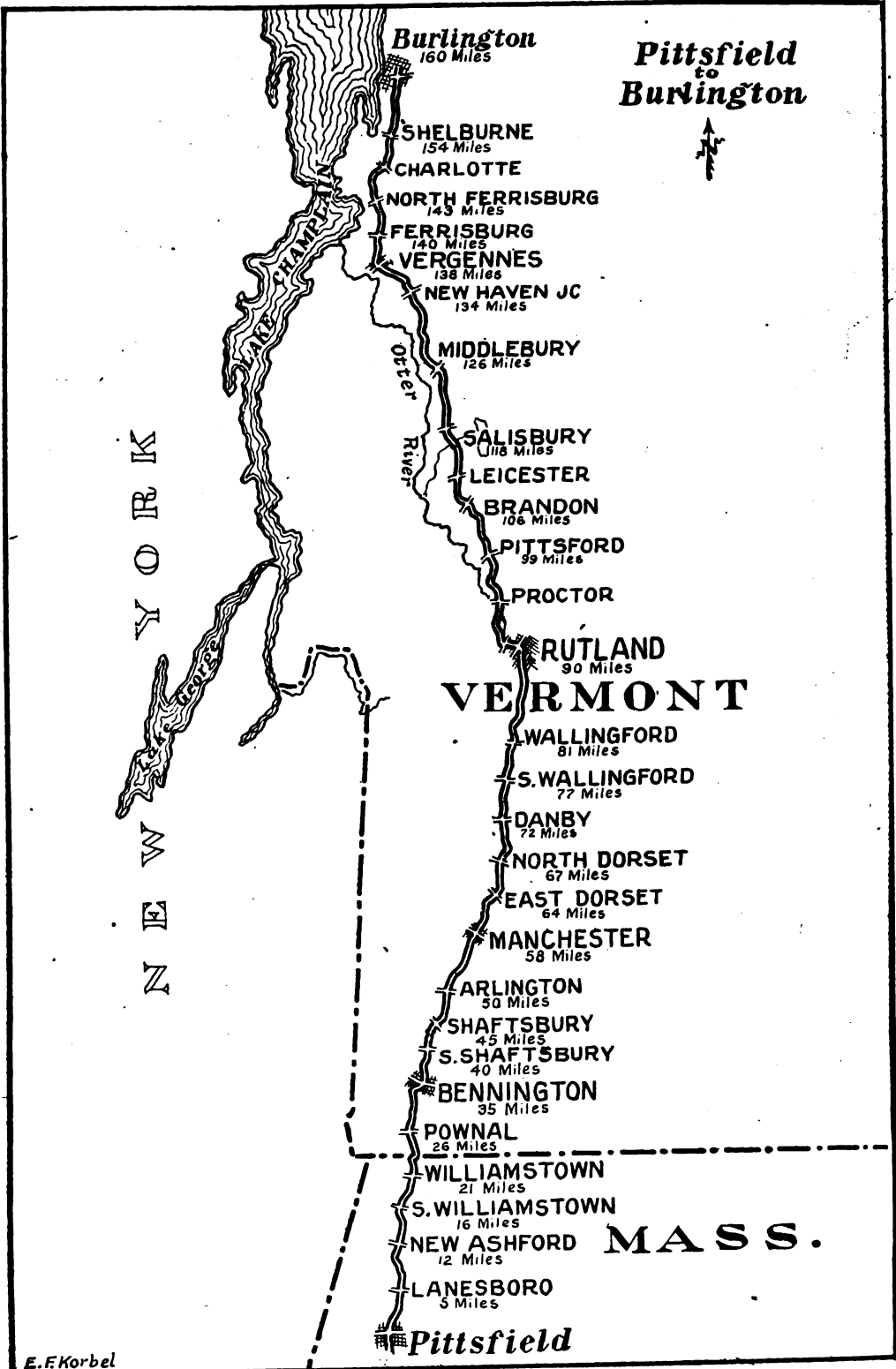
Shelburne (154 miles).

Continue north with trolley into Shelburne St., to South Union St., to Main St., to City Hall,

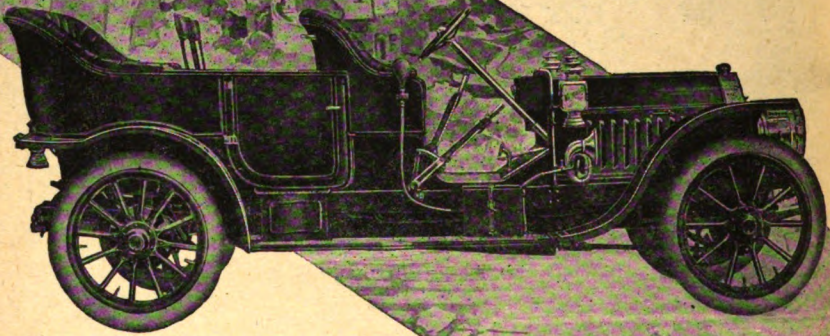
Burlington (160 miles).

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1909 PEERLESS CARS

Model 19 Four Cylinder Thirty Horse-Power
Touring Car Price, \$4,300

Model 25 Six Cylinder Fifty Horse-Power Touring
Car Price, \$6,000

PEERLESS cars will be manufactured in two models during the 1909 season. These cars are similar to the corresponding 1908 models. The improvements and slight changes may be regarded as the expected results of experience combined with a constant effort to keep the Peerless ahead of its class.

The high state of perfection reached represents the steady progress of many years and demonstrates that each new model, though improved and better, is not revolutionary in type nor essentially different from its predecessors.

The new models are now offered for early fall delivery.

*Write for new Booklet E describing
the new features on the 1909 Models*

The Peerless Motor Car Company

2463 East Ninety-third Street

Cleveland, Ohio

Mention "Automobile Topics" when writing.

Cement Work on Parkway is Finished

There is no longer the slightest doubt that the portion of the Long Island Motor Parkway which has been selected as part of the course for the 1908 Vanderbilt Cup race, to be run October 24, will be ready in ample time. Work on the roadway has been progressing so well that about 8 miles of the cement highway is laid and nearly all of the bridges at intersecting county roads and railroads are ready for the cement workers.

These bridges are formed by a solid cement abutment high enough to permit a steam train or a load of loose hay to pass under the new cement parkway. The tops of the abutments are connected by heavy steel girders, such as are used to support the roof of the Manhattan subway, and around these girders a wooden mold is built and the cement and crushed stone is poured in until the desired level is reached, thus making the bridges at all intersecting roads practically solid cement, steel and stone. The longest bridge is 90 feet. This is the bridge at Central Park, where the highway begins to rise about 600 feet before it reaches the Long Island Railroad track. The abutments are about 35 feet high at this point, and the racing cars will pass over railway trains and vehicles which travel along the public highway, so that it will be possible while the race is in progress to run trains on this branch on regular schedule and none of the country traffic will be interrupted in the least.

This feature of the 1908 Vanderbilt Cup race is going to be the most novel and exciting. Never before has it been possible on any great road racing course to see a steam engine and a train of cars racing along for a great distance parallel with the course and then suddenly shooting under the course as the racing machines pass overhead.

The approaches to all of those bridges are very gradual, and it will be unnecessary for the racing drivers to slacken speed when reaching one of those structures.

Practically the only hills which the racing cars will have to climb this year will be the cement hills which are formed by the new Parkway at such intersections.

All of the material for the grandstand is on hand and men are very busy laying the foundations for the structure, which will be much larger than any previous one. It will seat about 5,000 people, and the boxes will be much larger and more pretentious than heretofore.

The Long Island Railroad has made preparations to lay side tracks from the Hempstead Branch into the back of the grandstand, and the Motor Parkway engineers are planning to arrange a tire control in front of the stand, so this will be the very best point at which to view all of the action and life of the great race.

The grandstand stretch is about three miles in length and the surrounding country is so level that spectators will have a fine view of the racing cars as they approach fully a mile and a half away. They will be in plain view to the naked eye until they have traveled fully two miles beyond the grandstand, where they go over a bridge and are lost on their way toward Central Park and Bethpage.

At this latter point the cement parkway joins the country road, which continues for fourteen miles, forming a circuit and connecting again with the cement at the western end of the Parkway which is quite near Garden City.

A change has been made since the first announcement of the course. At

the western end the cars will turn off of Jericho Road until they reach the old Westbury Road, and travel south toward the cement until they reach the old country road. From the old country road the parkway engineers are building a new highway of over a mile

in length which will connect the western end of the cement with the southern end of the old Westbury Road, thus doing away with two sharp turns and eliminating Whaleneck Avenue, which was to have been used according to the original plans.

"Zeppelin V." Under Construction

According to the *London Times*, Count Zeppelin, long before the flight of his fourth airship, had been laying his plans for the construction of his fifth balloon. Ten or twelve weeks ago he entrusted Messrs. C. G. Spencer and Co., the well-known manufacturers and aeronauts of Highbury, with the task of making the balloon fabric. The work is in full progress in the works at Highbury. In the factory a number of girls are engaged in preparing the goldbeaters' skin from which the Zeppelin balloon No. 5 is to be made. The envelope will be composed of six layers of the skin, and by a process known only to the firm the skins are so joined together that no seams are visible, and the finished fabric combines extreme lightness with an extraordinary degree of toughness. Mr. Spencer said that the cells, or gas holders, of No. 5 balloon were being built like a very large

drum, and were divided into 15 sections, each being self-contained. The holding capacity of these would be 40,000 cubic feet, so that the whole balloon—600,000 feet—would be considerably larger than that of No. 4. There would be sufficient room in the building for the inflation of each section separately. The sections would then be packed carefully and sent to Germany to be fitted into the rigid framework of Count Zeppelin's airship. Mr. Spencer said that this goldbeaters' skin is the strongest material for its weight that could be found. Hitherto Count Zeppelin had relied, he said, upon an indiarubber-covered fabric, but though this is cheaper it is three or four times heavier. It is estimated that the skins of about 600,000 cattle will be required before the work is finished. The firm expects to finish the fabric in about a fortnight, and then work on the balloon will be pushed.

Many Students for Automobile School

The Automobile School of the West Side Y. M. C. A., New York City, began its fifth year this week with one of the largest first registrations in its history. This is in spite of the fact that the school has opened a month earlier than heretofore, and that the formal opening will not take place until October. More than forty students registered the first night, and among them there was a noticeably large percentage of prospective owners who

asked to be given special instruction in operating and repairing specified cars.

As was noticeable last year, a number of farmers' sons have come to get instructions preliminary to operating machines for hauling produce to market. A larger number, however, have signified their intention of entering the school as soon as harvest is over. The automobile school people are seriously considering offering special work for drivers of commercial vehicles.

Various Nations Study to Perfect the Airship

Since many countries are now seriously studying the question of aerial navigation, a list of, and some brief notes on, the various dirigible balloons which are now in practice or under construction may prove of interest:

France.—(1) The "Republique" (successor to the "Patrie," which was destroyed in a storm), now at Chalais-Meudon, of the semi-rigid type; length, 200 feet; capacity, 130,684 cubic feet; motor, 70 hp. (2) The "Ville de Paris," now deflated in the fortress of Verdun, but soon to re-commence practice; length, 203 feet; capacity, 112,024 cubic feet; motor, 70 hp. (3) The "De La Vaulx," touring type of small dimensions; has made no trials since the spring of 1907. (4) The "Malecot," a mixed balloon-aeroplane, now under trial at Issy-les-Moulineaux; length, 115 feet; capacity, 45,915 cubic feet; motor, 30 hp. Under construction: the "Bayard-Clement"; capacity, 123,620 cubic feet; motor, 120 hp., and the "Ville de Bordeaux," an airship, like the preceding, of the semi-rigid type.

England.—The "Nulli Secundus II." built to replace the "Nulli Secundus." for army use; made its first flight at Farnborough, July 24th; cylindrical in shape and differing from its predecessor only in the addition of two balancing planes arranged under the envelope; length, 111.5 feet; capacity, 88,300 cubic feet; motor, 50 hp.

Germany.—(1) The "Parseval II." of the semi-rigid type, built for use in the army, and the most successful of military balloons; length, 197 feet; capacity, 105,960 cubic feet, and its motor, carried in the car, the position of which can be varied at will, 50 hp. (2) The "Gross," of the semi-rigid type, now under trial near Berlin; length, 213 feet; capacity, 159,040 cubic feet. Under construction: An airship by the

Siemens-Shuckert establishment, under the direction of the military authorities. Great things are expected of it, and all the details of its construction are being kept strictly secret. It will be mounted on the Doeberitz field of manoeuvres, and, for its reception, there will be constructed a revolving balloon-house, placed upon a turntable such as is used for turning locomotives.

Italy.—The "Italia," planned for touring purposes. The gas bag contracts and dilates automatically, according to the volume of the gas. It was tested in 1905, and will be tried again this year. Its length is 164 feet; capacity, 70,640 cubic feet; motor, 50 hp. Under construction: An airship designed by three officers of the aerostatic corps, Major Morris and Captains Riccaldoni and Crocco. The balloon is of silver-gray canvas and is shaped like a long cigar. Its capacity will be 88,300 cubic feet, and its motor 80 hp.

America.—The "Baldwin," designed for army use. It is of small capacity. In the official tests, it flew for two hours without stopping.

Switzerland.—The "Geneve," a dirigible of the "Patrie" type, now under construction at Vernier, Switzerland, by Engineer Liewenthal. It will have a capacity of 123,620 cubic feet, and be actuated by a 125 hp. motor. It is to be paid for by national subscription.

Spain.—Not to be behindhand in aeronautical progress, Spain has had a military dirigible constructed by Engineer Torres-Quevedo and Captain Kindelan, of the aerostatic park of Guadalajara. In a trial ascension made recently at the park, the presence of mind of the captain in charge saved the airship from destruction by a high wind. The definitive trials will before long be made in the presence of the King.

Austria.—The government of Austria has decided to have constructed a dirigible of the "Republique" type, the funds to pay for which are to be furnished in part by national subscription. It is probable that the construction will be undertaken by an Austrian specialist.

As will be seen from what precedes,

the country that shows the greatest activity in pursuing the study of aerial navigation is Germany, in which, in addition to the airships already mentioned, a second "Gross" model is to be built, and in which, too, Count Zeppelin will shortly be ready with his Nos. 3 and 5. America will no doubt soon be in possession of the Wright aeroplane.

Route for Chicago-Savannah Tourists

For the guidance of those motorists who contemplate journeying from Chicago to Savannah in their cars, to attend upon the Grand Prize and Light Car races at Savannah in November, an itinerary covering 11 days going has been prepared by the Bureau of Tours of the Automobile Club of America. The route leads from Chicago into Indiana, south from South Bend to Indianapolis, then to Louisville; from Louisville to Mammoth Cave; from Mammoth Cave to Nashville; from Nashville to Huntsville, Ala.; from Huntsville to Chattanooga; from Chattanooga to Atlanta; from Atlanta to Macon; from Macon to Swainsboro, and from Swainsboro to Savannah—in all, 1,274 miles.

The trip has been broken up into stages, none of which are in excess of 150 miles a day, so that without being exactly a leisurely jaunt, it will, nevertheless, not prove a tax on either drivers or cars.

Through Indiana the route is along well traveled roads through settled country, where no difficulty need be apprehended as to hotel accommodations or renewal of supplies. The road into Kentucky from Indianapolis presents a few difficulties due to not altogether ideal road conditions. The Bureau, however, has taken this into consideration and limited the day's journey to 102 miles.

From Louisville, south, the club follows the route blazed last February by R. H. Johnston, of the White Company. Inasmuch as at the time the trip was undertaken the roads were in the worst possible condition, owing to winter rains, the chief difficulties to be encountered in this section will be rather in the way of indifferent hotel accommodations, than in rough going and tire troubles.

From reports of an advance courier, which the club is sending over the route, it appears that the various State highways to be traveled are at no point of difficult negotiation. The scenery, particularly through the hill country of the Cumberland, offers many attractive vistas and quaint rural prospectives seldom met with along the beaten path followed year in and year out by most motorists.

The route from Chicago to Savannah will be supplemented later by a number of routes starting from other western points. These additional routes are now being mapped out by the Bureau of Tours and the itineraries will be announced within a fortnight.

Susa-Mont Cenis Contest Called Off

By reason of administrative difficulties encountered in the organization of the contest, it has been decided to postpone the Susa-Mont-Cenis hill-climb test until next year.

PREVENTIVES AND REMEDIES

A rule to which there should be no exception is: "Never start the engine when the car is standing over gasoline." Frequently when filling the gasoline tank some of the fuel finds its way to the ground, either from over-filling or because of carelessness in pouring into the filler hole or funnel. To start the engine over this overflow is to invite serious trouble, for it is often that sparks are discharged from the muffler when the engine races, and this is especially true if the muffler contains much soot. Occasionally a leak in the gasoline pipe or tank, or maybe a carburettor float chamber in which the seat of the needle valve needs grinding, will permit of the gasoline forming in a puddle when the car is standing in the street. It is important to stop such leaks, and it is better to keep the car in motion than to stand over exposed gasoline, which a match, carelessly thrown in the street, may ignite.

Most of the parts of automobiles are occasionally cleaned from necessity rather than choice, but the muffler is frequently entirely neglected. To the average driver the muffler is simply a sheet iron case, which by some means prevents the noise of the exhaust from becoming a nuisance. Consequently the interior of most exhaust boxes after a time resembles a coke oven and when eventually taken apart is far from a pleasant thing to handle. The deposits can sometimes be removed with a brush, but a scraper is needed in most cases. Most mufflers create some back pressure, which is due to the constricting of the stream of exhaust gases and to breaking them up. When a deposit lines the walls it becomes necessary after a while to use a cut-out. This is particularly true on small motors, where the power loss may be as great as 35 per cent. in case of dirty mufflers. The remedy is obvious.

In fitting a speedometer or mileage-indicator to a car it is absolutely necessary to have the driving gears, which are mounted on one of the road wheels, exactly centered on the latter, otherwise the gears will wear quickly and will also be noisy. Occasionally the gear is mounted eccentrically in regard to the bearing center of

the wheel, with the result that during part of the revolution the teeth are fully in mesh, and during the rest only the edges are engaged. If the center of the hub cannot readily be found, then the inside of the rim can be used, taking care to have all points on the circumference of the gear equidistant from the rim.

Moving the steering wheel while the car is at rest tends to unduly strain the joints between the wheel and the front road wheels. Of course, there may be times when it is difficult to avoid moving the steering gear while the car is at rest, especially when turning in narrow roads; but as far as possible the rule should be adhered to of never forcing round the steering until the road wheels are moving.

Too much care cannot be taken in seeing that no dirt or waste is put into the oil reservoir of a car, as one or more of the leads from the same may be clogged up, and before it is noticed a bearing may be ruined.

Users of Dow Non-Deflation Tubes will do well to see to it that these tubes are properly placed in the casings. It has been observed that in many cases a large amount of dirt, soapstone or other foreign material has been left in the casings before the tube was put in it. The process of sealing the puncture in the Dow Tube is carried on by the joint action of the tube and casing, the fibers being forced from the tube partly into the casing. If a layer of soapstone or dirt, of even small thickness lies between the tube and shoe, the sealing effect is not as effective and may be destroyed altogether. It is also economy to put these tubes in good casings for the reason that rubber, saturated with oil and softened by long use, does not offer as satisfactory resistance to the sealing fibers as if the tread of the tire is firm and the fabric in good shape. If a puncture or cut is so large that the tire refuses to seal, take out the tube, work some of the compound to the puncture and put the tube back in the shoe in such a position that the holes in the shoe and tube do not align. It has been demonstrated time and time again that this is just as effective as repairing the tube.

SOMEWHAT PERSONAL

Albert S. Caldwell, a prominent merchant of Memphis, Tenn., who left Memphis on July 15, has just finished what has been as long an auto trip as has been made by a private owner this year. Starting from Memphis, Mr. Caldwell drove to Nashville, crossing the Cumberland Mountain divide to the Mammoth Cave, and thence to Louisville, Cincinnati, Pittsburg to Gettysburg, Washington, Annapolis, Baltimore, Philadelphia, Atlantic City, New York to Boston. After a brief stay in Boston, the beautiful New England region was traversed to Portland, Me., and thence to the White Mountains. From the White Mountains a trip to Albany via the Berkshire Hills, across the Empire State to Buffalo, and along the lake shore to Cleveland, was made. Then to Toledo, and from Toledo to Detroit, Indianapolis and Louisville, where the car was shipped home by boat. The car was a six-cylinder Pierce-Arrow, and the party consisted of Mr. Caldwell, J. M. Folkes and Jack Carey, of Memphis.

F. G. Schmidt, of New York, who used to be a horse enthusiast and drive fast horses on the Harlem River Speedway, has been converted to the automobile, and now takes his recreation in a C. G. V. car.

"Colonel" McMullin, a banker of Oakland, Alameda County, Cal., who owns a summer home at Boulder Creek, in the Santa Cruz Mountains, tours nearly every week to visit it. His White car is operated by his son, R. J. McMullin, who is cashier of the State Savings Bank of Oakland.

R. H. Pease, Jr., of San Francisco, recently made a very creditable run to Portland, Ore., and return. The roads in some sections were found to be good, but through the mountains there were many places almost impassable. Through one section there was fifteen miles of stiff mountain climb over an almost impassable road. The ruts were so deep that there was not sufficient clearance for the machine, and to add to this difficulty the center of the road was filled with bowlders varying from six inches to two feet in height. The only way of negotiating this piece of road was by running one wheel up the bank and the other one over the bowlders

in the center. "The actual running time," says Pease, "for the whole trip, from Frisco to Portland and return, not counting stops, was 69 hours, and the total mileage 783.3 miles, makes an average of 11.35 miles per hour. Fifty-four gallons of gasoline was used on the trip, or an average of 14½ miles per gallon, and changed tires four times. Practically all our tire trouble was on account of the rough road between Crescent City and Grant's Pass."

Harry W. Bryon, of Mercersburg, Pa., has completed an automobile trip to Portland, Me., and return. Bryon declares that of all the State roads Pennsylvania has the best. He attributes this to the fact that the roads are not so wide as others, but made higher in the center and rolled wet. He speaks very highly of these roads, especially those in the northeastern part of Pennsylvania.

Arriving at Bretton Woods, N. H., in automobiles in the last few days were Mr. and Mrs. Post Wheeler, Tokio, Japan; Mr. and Mrs. A. C. Francis and Mr. and Mrs. L. W. Ballou, Woonsocket, R. I.; R. M. Ditley, Columbus, O.; A. S. Caldwell, Balton Smith and H. P. Johnson, Memphis, Tenn.; Mr. and Mrs. George Kellogg, Miss Elizabeth Carmichael, Dr. and Mrs. Merwin, Miss Elizabeth Kellogg, Gardner Kline and Stanley Swift, Amsterdam, N. Y.; Irving M. Bean, Mrs. E. N. Dickson, Miss Alice Dickson, Phillip Dickson and Miss Bean, Milwaukee, Wis.

Among the motorists now enjoying drives over the picturesque routes in the Adirondacks are Mr. and Mrs. I. A. Ratsky, Boston; George Birge, Buffalo; Dr. and Mrs. C. J. Briggs, Schenectady; Mrs. R. White Steel, Bryn Mawr; Mr. and Mrs. T. W. McNeath, Lynn, Mass., and Mr. and Mrs. George V. Davidge, New York.

A 2,500-mile automobile trip was completed a few days ago by a party of Allentown (Pa.) motorists, comprised of Harvey H. Farr, Jacob L. Farr and Louis Sourwine. Leaving Allentown on July 10, they went up through New England into Canada, and thence home through New York State.

SOCIETY

With the passing of Labor Day the more fashionable of the seashore resorts begin to be deserted by the notables, life being taken up in the mountains or in the country house nearer town. In Newport there is just a little stir among those who have fine country places elsewhere and those who go abroad in the autumn as well as in the spring, and in consequence several families have already bade goodby to their friends and closed their summer season. Mr. and Mrs. Nathaniel Thayer and Miss Thayer were among the first to depart, they having planned a trip to Germany to visit the Count and Countess von Moltke, the latter a daughter of Mr. and Mrs. Thayer. Then there are Captain and Mrs. Philip Lydig, who are also going abroad for a rest. Mrs. Lydig has been one of the most indefatigable entertainers of the Newport season and she is quite run down as a result of her efforts. So Captain and Mrs. Lydig have closed their cottage. Mr. and Mrs. Cornelius Vanderbilt have also closed their season because of Mrs. Vanderbilt's health. She decided quite suddenly last week to make an ocean voyage to Europe for purposes of recuperation and to take her children with her. As Mr. Vanderbilt has much to do in New York he determined to close Beaulieu, his summer residence, and orders to that effect were sent forward. In consequence, within two days all the Vanderbilt family and their servants had left town and the Vanderbilt summer home was closed. Mr. and Mrs. James B. Hagin are also off on their regular fall journey to Kentucky. As far as now known there will not be another break in the cottage colong till September 15, when Mr. and Mrs. Gerry and their family will go to Delaware Lake, N. J., where they always spend part of the autumn and some of the spring.

Society people in the Berkshires are taking considerable interest in aeronautics, and it is thought that Mr. Thomas Shields Clarke's recent announcement that he expects to make a flight a little later will be an encouragement for others. Possibly Mrs. Charles Astor Bristed, who has been at Aero Park several times on "balloon days," will make a flight this fall. Late arrivals in Pittsfield include Mr. and Mrs. J. A. Atwater, Mr. and Mrs. W. E. Rowel-

son, Mr. and Mrs. R. C. Cobb, Mrs. Albert E. Putnam, all of New York; Mrs. L. M. S. Ballou, Mr. and Mrs. Henry Bodevin, Mr. and Mrs. Samuel Rowland, Mr. and Mrs. Daniel F. Manning, of Brooklyn. At no season of the year is life in the Berkshires at a better advantage than the present, and the result is that the hotels and cottages are filled to overflowing. Dinners and luncheons are the order of the day, while automobiling affords an excellent means of recreation. Several dinners and luncheons were given last week.

This has been pre-eminently an American season in Switzerland, the proportion of Americans to visitors of other nationalities being greater than ever before. Among Americans arriving at Lucerne last week were Mr. Foster Copeland and family, of Columbus, O.; Mr. and Mrs. B. J. Dowling, of Brooklyn; Captain James A. Moss, New York, and the Rev. H. Walter Thompson and family, of New York.

Bar Harbor is said to be having the best season socially it has had in many years, and from the present outlook the gayety which has been prevalent there will continue for several weeks. Among the recent affairs of note was the entertainment given at Buonriposa, the Fabbri cottage, for the benefit of the Manhattan Training School, at which a large sum of money was realized. The event was managed by Mrs. Warner M. Leeds, Mrs. Fabbri and Mrs. Schieffelin, and their eminent social standing insured the complete success that was realized. Miss Ruth Draper, who made such a hit at the Plaza last winter, charmed all with her delightful monologues. A luncheon of 80 covers was given last week by Mr. and Mrs. John I. Kane, at their residence on the shore, and proved a very charming affair. Among other dinner givers have been Mr. and Mrs. Ernesto G. Fabbri, Mr. and Mrs. De Witt Clinton Blair, Mrs. Philip Livingston, Mrs. J. Dundas Lippincott, Mrs. William Harvey, Mrs. William F. Sheehan, Mrs. Townsend and many others. John D. Rockefeller, Jr., who, with his family, is spending the summer at the Briers, the Montgomery Sears cottage, which is one of the most beautiful there, is becoming greatly attached to Bar Harbor and it is reported may build there in the near future.

C L U B S

On August 30 the first of a series of sign-posts to be erected by the Automobile Club of California was placed in position at Nineteenth Avenue and Parkside Boulevard, San Francisco, under the supervision of Samuel G. Buckbee, president, and L. P. Lowe, chairman, of the Executive Committee of the club. Max L. Rosenfeld, president of the Automobile Dealers' Association of California, was also present. The sign-posts are sunk two feet in a cement foundation, one-foot iron rods passing through the bottom of the post and resting in the cement. The sign first erected is a threefold one and bears the words, "Ocean Boulevard, via Parkside Boulevard," "San Francisco, via Nineteenth Avenue and Golden Gate Park," "San Mateo, Palo Alto, San Jose." The club will continue the work until the signs meet those erected by the Automobile Club of Southern California. Then work will begin on the roads leading from Oakland into Alameda County and from Sansalito and Tiburon into Marion County. Ultimately posts will be erected all along the road to Lake Tahoe.

Mrs. Frederick J. Linz, president of the California Woman's Automobile Club, has issued an appeal asking for the loan of fifty automobiles for three hours on Thursday, September 17, for the outing of the inmates of the Old People's Home of San Francisco. Last year a very successful event of this kind was given, and it is to be repeated this year. The old people will be taken down Market Street, then to Golden Gate Park, Ocean Beach and back.

The Chicago Automobile Club has very graciously been extended the privileges of the Ridge Country Club. The country club is located on one of the main automobiling arteries in that part of the outskirts, and is on the favorite route to Blue Island, the Midlothian Country Club, and other objective points of motorists. Many members pass it, especially on Saturday and Sunday.

The Automobile Club of Delaware County, Pa., has issued a warning against speeding on the road between Chester and

Village Green. Village Green is in Aston township, and the road referred to is often used by automobilists bound from Philadelphia to Wilmington or points further south, though it takes them over a rather roundabout course. It has just been improved by the State and is in splendid condition, a fact which no doubt has tempted more than one driver to "hit it up" a bit in that particular locality. J. H. Weeks, president of the club, says that his organization has pledged itself to the township authorities to break up the practice of fast driving on the lately repaired road, and that to this end offenders will be prosecuted to the full extent of the law. Warning signs will be posted along the road.

A special committee of the Wilkesbarre Automobile Club are preparing to welcome and escort the tourists who will participate in the autumn run of the Automobile Club of America, which starts from New York City September 28. The tourists will on that day run to Mount Pocono by way of the Delaware Water Gap, a distance of 100 miles. The following day they will run to Binghamton by way of Wilkesbarre. President Lee is planning to have members of the Wilkesbarre club meet the tourists in the Poconos and escort them to Wilkesbarre, which will be reached by way of the famous Giant's Despair hill-climbing course, or by the picturesque Wilkesbarre boulevard, if the owners will open it to the cars for that day.

The Automobile Club of Maryland, with headquarters in Baltimore, means to take a hand in the suppression of reckless driving of automobiles. The Grand Jury of Baltimore recently adopted resolutions favoring a scheme to compel drivers, whether owners or chauffeurs, to pass examinations and secure licenses showing that they are proficient automobile operators, and the Automobile Club at its next meeting will take action upholding the resolutions of the Grand Jury.

The Rhode Island Automobile Club has erected 10 danger signs in Barrington, East Providence and Warren within the past couple of weeks, and intends to mark all the dangerous places in the entire State in time.

S P O R T S

Considerable interest is being evinced by New York and Greenwich, Conn., motorists in the automobile carnival and hill-climbing contest to be held in the latter place this afternoon, September 12. The hill-climbing contest will take place in the forenoon at 10 o'clock on the North Street hill, past the Fairfield County Golf Club. The distance will be a mile, start being made from a standstill. Two valuable cups have been offered by George A. Helme, of New York, president of the Belle Haven Casino Association, for first and second places, competitors being limited to local owners. The parade will start at 2 o'clock in the afternoon and will go through all the summer residential sections and beauty spots of the town. In the line will be many beautifully decorated cars, although decorations are not essential. A band of music in a "sight-seeing" car will lead the parade. The best decorated cars in the limousine, touring car and runabout classes will be awarded cups. The committee includes Edmund C. Converse, Charles P. Geddes, Judge James F. Walsh, George A. Helme, Colonel Robert B. Baker, Judge R. Jay Walsh, Percy D. Adams, Alden L. McMurtry and Edgar L. Marston, treasurer of the Automobile Club of America. George A. Helme will be the grand marshal. Alden L. McMurtry will be the starter of the hill-climbing contest.

Arrangements for the "Four-Inch" Race for the Tourist Trophy, which is to be held in the Isle of Man, September 24, are progressing rapidly. Score boards are to be erected at the tire depot at Ramsey, and at each a timekeeper and lap-scorer will be stationed. These should prove especially useful to the competitors, who will thereby, when they stop for tires or replenishments, be able to see their position in the race. The promoters of the event, the Royal Automobile Club, are making very extensive arrangements with a view to minimizing the dust nuisance as far as possible. The whole of the course will be swept by hand before the actual dust laying operations begin. This work will be done in two sections, one commencing at Douglas and the other at Ramsey, and will be continued until they meet. All the surveyors of the different

sections of the route have received instructions to clear their corners back as far as possible, and to make such improvements between now and the day of the race as may be found practicable. On the evening of the race, Lord Raglan, Lieut.-Governor of the Isle of Man, will present the Tourist Trophy to the winner.

It is stated that eighteen entries are already pledged for the proposed 200-mile Founders' Week automobile race in Fairmount Park, Philadelphia.

It is authoratively stated in Bologne that the circuit of the Ardennes will be run in the month of May of next year as a preliminary contest to the French Grand Prix.

Entries for the 24-hour endurance run of the Bay State Automobile Association on September 23 and 24 are coming in a way to satisfy the promoters. During this run, which is from Boston to the White Mountains and return, the pilot car will scatter confetti in the daytime and carry a red searchlight at night.

Ralph De Palma, driving the Fiat Cyclone last Saturday afternoon, September 5, at the State Fair Grounds, St. Paul, Minn., broke the world's record for a mile on a circular track by covering the distance in 51s. flat. The former record was 52s., made by Walter Christie last year on the same track. Christie made an attempt to lower his record the same afternoon, but the best he could do was 52½s.

A track meet is to be held in Poughkeepsie October 2, the event being under the management of F. J. Wagner. Following is the program: Event 1—Five miles. Open to gasolene cars selling under \$1,250. Event 2—Five miles. Open to gasolene stock cars, selling \$2,001 to and including \$3,000. Event 3—Five miles. Open to gasolene stock chassis selling \$4,001 and over. Event 4—Free for all, best two out of three heats. Not more than two cars to compete in a heat. Event 5—Open to gasolene stock chassis cars of 40-1 to 60 hp. inclusive. Event 6—Five miles. Dutchess County handicap, open to gasolene stock cars. Event 7—Ten miles. Gasolene stock chassis cars, 40-1 to 60 hp. inclusive.

HIGHWAYS

Pittsburg is very proud of the present condition of its surrounding highways. The credit of this condition, however, is given to John S. Gillespie, superintendent of the Bureau of Country Roads, who, having traveled extensively in Europe and having a wide experience in such work, has not only put the roads tributary to Pittsburg in excellent condition, but through oiling the macadamized road beds will save the county thousands of dollars every year through the lengthened life of the roads. Allegheny County is now doing more work on its roads than any county in the State. It is spending \$1,000,000 each year in new roads, and the improvement of present ones, and this expense is all taken care of by bond issues. The roads are maintained in Allegheny County by the income from the road tax which is ample for all requirements. Superintendent Gillespie is approaching the close of his second year in his present position, and in that time has accomplished more than was ever attempted before. During his first year he repaved 26 miles of macadam roadway. Last year he repaved 37½ miles of road 14 feet wide, using 45,000 tons of Ligonier, or limestone, and the following roads have been oiled: Perrysville road, from city line to the Five Mile house; Bellevue road; Troy Hill road; People's plank road; Evergreen road; Evergreen Extension road; West View road; Middle road; Butler pike; Leechburg road; Dravosburg road; from West Elizabeth to Peter's creek. There is a total of 250 miles of roadway to be oiled in the county. Fully 50 miles of that will be oiled this season, and in most instances it will be necessary to re-surface the road before oiling it. This costs at the rate of \$2,800 a mile, but the first cost is saved several times over by the lengthened life of the road. The first oiling of the roads was by contract, but the county is now doing its own work at a saving of about three cents per yard, and, although the oil is being made to go farther, when the work of this season is finished there will have been 300,000 barrels of oil used. The county is doing all its own re-surfacing and repairing. Whenever any road is re-surfaced the crown of the road—the high section in the middle—is being lowered. This reduces to the minimum the danger

of horses and vehicles slipping and also gives the roadway a much wider appearance. Formerly the roads had a crown seven to seven and a half inches higher than the sides. This is being reduced to five inches and even to four—a center elevation hardly noticeable—but much more practicable for oiled roads, which must be more nearly flat on surface. Mr. Gillespie expects to do as much work this year as last, possibly more. The work has progressed much more rapidly, he says, because of the automobile provided for his department by the county commissioners. With it he is enabled to reach all sections of the county where work is in progress in a short time and keep in close touch with the work.

An experiment in road building is to be tried in Newton, Mass., by the Good Roads Department of the United States Government. Charles W. Ross, street commissioner, is making preparations for the experiment, which will take place on Cabot Street. Two surfacing materials will be laid over 500 feet of this thoroughfare under direction of the Government officials, and will be given a thorough test along with a number of other surfacing preparations which are being used extensively throughout Newton this summer. The object of the work will be not only to provide a hard roadway, but to lay the dust without causing offensive odors. Under direction of Street Commissioner Ross resurfacing is being done throughout the Newtons this summer on a much larger scale than ever before.

The Pall Mall Gazette, in an editorial on tarred roads, remarks: "If the experience of Paris has led to conclusions that may be trusted, the use of sprayed tar as a dust preventative agent on suburban roads may have either to be abandoned or to be continued at some cost in injury to the trees and gardens. In Paris, tar is being discarded; since the avenue du Bois de Boulogne was sprayed, seven of its finest trees have withered and had to be cut down, and the flower beds and grass plots suffer even more."

An automobile highway between Chilpancingo and Balsas, N. M., is being constructed. Three hundred men are employed on the work at the present time.

A E R O N A U T I C S

The Aero Club of America last week received the complete list of entries and the order of start in the coming international balloon race at Berlin on October 11. Twenty-three balloons, representing eight countries, have been entered for the race, the largest number since the International Cup event was started, in 1906. America has drawn the honor of starting first, and the leader of the twenty-three contestants for the trophy will be J. C. McCoy, who finished fourth last year. Mr. McCoy will use his new balloon, America II., which has just been completed in Paris. The complete list of entrants, with their balloons, capacity, and order of start, are:

America—J. C. McCoy, America II., 2,200 cubic meters; Capt. Charles de F. Chandler, alternate.

Germany—Dr. Niemeyer, Busley, 2,200 cubic meters; Hiedemann, alternate.

England—John Dunville, Banshee, 2,200 cubic meters; C. F. Pollock, alternate.

Spain—Capt. Kindelan, Valencia, 2,200 cubic meters; Senor Horga, alternate.

Belgium—M. de Moor, Belgica, 1,680 cubic meters; M. Geerts, alternate.

Switzerland—Victor de Beaclair, Cognac, 2,200 cubic meters; Major Morris, aid.

Italy—Prince Scipione Borghese, Actos, 2,200 cubic meters; Major Morris, aid; Ettore Gianetti, alternate.

France—Jacques Faure, balloon not named, 2,200 cubic meters; Louis Capazza, alternate.

America—A. Holland Forbes, Conqueror, 2,200 cubic meters; Major H. B. Hersey, alternate.

Germany—Oscar Erbsloh, Berlin, 2,200 cubic meters; alternate unnamed.

England—Hon. C. S. Rolls, Brittanica, 2,200 cubic meters; Major F. Cruikshank, alternate.

Spain—Emilio Herrera, Norte, 2,200 cubic meters; alternate unnamed.

Belgium—M. de Bronfere, L'Utopie, 2,200 cubic meters; M. Vandensbusche, alternate.

Switzerland—Lieut. Schaeck, Helvetia, 2,200 cubic meters; E. Messner, alternate.

Italy—Celestino Uselli, Ruwenzori, 2,200 cubic meters; Mario Borsalino, alternate.

France—Emile Carton, balloon not named, 2,200 cubic meters; alternate unnamed.

America—Lieut. Frank P. Lahm, St. Louis, 2,200 cubic meters; N. H. Arnold, alternate.

Germany—Capt. Von Abercron, Dusseldorf, 2,200 cubic meters; Dr. Bamler, alternate.

England—Prof. A. K. Huntington, Zephyr, 2,200 cubic meters; Hon. C. Brabazon, alternate.

Spain—Senor Salamanca, Montanes, 2,200 cubic meters; Senor Montojo, alternate.

Belgium—M. Everarts, Ville de Brussels, 2,200 cubic meters; M. Jacobs, alternate.

Italy—Capt. Romeo Frassinetti, Basilola, 2,200 cubic meters; Cesar Longi, aid; Com. Joseph Cobianchi, alternate.

France—Alfred Le Blanc, balloon not named, 2,200 cubic meters; Ernest Barbotte, alternate.

Of the eight countries, America, Germany, France, England, Spain, Belgium, and Italy, have three balloons each, the limit allowed for the race, and Switzerland has two. The race will start from the grounds of the Berlin Aero Club, and Emperor William will give the starting signal. All of the competing balloons must be in the hands of the Berlin Committee for inspection by October 8. For the day preceding the race a series of special contests has been arranged by the German Club.

The Morris Park race track in New York which has frequently been used for automobile racing is to be used for experimental work on aerial devices. The park has been leased by the Aeronautical Society, organized early in the summer. The officers of the society are Lee S. Burridge, president; Louis R. Adams and Wilbur R. Kimball, vice-presidents; Henry H. Law, treasurer, and L. G. W. Schroeder, secretary. Wilbur K. Kimball, one of the members, has been assembling his helicopter on the grounds. Mr. Kimball has been working for several years on his idea, and believes his machine will rise to a considerable height and have a speed equal to that of the average aeroplane. The machine weighs 600 pounds. It consists of twenty-four small wooden propellers.

French Appreciation of Wilbur Wright

In France, says *La France Automobile*, we have really a peculiar habit of mind which denotes in us the possession of a fund of jealousy that is little too pronounced.

We are continually posing as precursors, and making pretence to unquestionable superiority. We accuse others of "bluffing"; but, if we are not careful, others will soon be entitled to pay us back in our own coin.

Although our specialists in aviation consent to admire the first performance of their American competitor in France, it is only in hedging their eulogiums about with all sorts of restrictions. Nevertheless, Wilbur Wright, at his first trial, arose without hesitation and without tentation, above the field of Hunaudieres, and turned about, and described a perfect figure 8 at a height of over 30 feet. That does not seem to us to be the work of a tyro. It proves, on the contrary, a masterly skill, and a familiarity with the apparatus and with things aerial which are gained only by long practice.

Facts are at hand to prove most positively that Wright had already flown in America and, without the shadow of a doubt, performed the exploits that some persons still refuse to admit, at a time when our most skillful and most daring

aviators had not as yet been able to leave the ground.

We are now nearly certain that the American aviator will, as soon as he desires, cover the 50 kilometres (33 miles) that are to bring him 500,000 francs (\$100,000). Cool, methodical, and skillful withal, he wishes to become further accustomed to the manipulation of the new controlling apparatus that he has had to devise in order to make up for the air of his absent brother. On the day on which he shall have his levers well under control, and is free from every bit of hesitancy (and this will be ere long), he will carry his bird on to the plain of Camp Auvours, in the vicinity of Le Mans, and will there fly off and make ten turns around the poles that will have been set up for him at 5 kilometres (3 miles) distance from each other.

One thing alone has seemed up to the present to be feared by him, and that is the "seizing" of some piece of mechanism. It seems that it was an accident of this kind that stopped him at Dayton while making a flight of thirty or more minutes' duration. Now, Wright has made no modification in his apparatus. His screws revolve, as formerly, with smooth friction, and he does not care to hear ball bearings mentioned.

Milwaukee Oil Pan Resolution Killed

A quiet movement has been on foot in Milwaukee for some time toward the passing of an ordinance forcing all automobile owners to provide aluminum or other oil pans for their cars. This move was killed last week, however, by City Engineer Poetsch and Commissioner A. J. Grundman, of the Board of Public Works.

When the resolution was introduced

in the Board of Public Works it was voted down after City Engineer Poetsch said: "No other city has made this move. The oil does not hurt pavements. Why should we start curbing rights of motorists, except in regard to speed? Michigan Avenue in Chicago is black with oil that leaked from standing cars, and Chicago has made no move."

Valve Position and Effectiveness

There is probably no more interesting problem to the petrol motor designer than that relating to the position of inlet and exhaust valves and ignition plug in relation to the explosion chamber. This position will, of course, depend on a large number of considerations, not the least of which is accessibility, but for the present the writer proposes to discuss the question solely from the point of view of the working conditions inside the combustion chamber itself. Whether the inlet valve is to be operated mechanically or to depend upon the pressure of the atmosphere for operating it will not affect the question; nor will the fact of high-tension ignition system being employed have any bearing on the present discussion, says Bertram C. Joy, in the *Auto-car*.

Let us set down clearly what the points to be aimed at consist of. Firstly, the combustion chamber must present as little surface to the explosion as is possible with a given capacity. Here we see that admission and exhaust pockets should be as short as possible. In fact, the nearer we can approach to a sphere in shaping out combustion chamber the better for efficiency. This obviously has a bearing upon the position of the valves. Secondly, our exhaust valve should be placed in a part of the explosion chamber where it may receive the cooling effect of the incoming charge, and the same remark applies to the ignition plug. In the case of the ignition plug, however, there is another good reason for placing it in this particular position. At the finish of the compression stroke the stronger, and therefore the more easily ignitable, parts of the mixture will be situated nearer to the sparking plug, provided that the sparking plug is placed close to the inlet valve. It is probable, how-

ever, that in the case of engines having no valve ports—that is, when the valves are contained within the combustion chamber itself—these particular conditions do not hold good. It is likely that under these circumstance the mixture is of uniform quality.

Thirdly, the passage of the incoming mixture, as well as that of the exhaust gases, must be as direct and as free from sharp alteration of direction as possible. Especially does this remark apply to the exhaust gases. The writer is of the opinion that, as regards the incoming mixture, the point is not important, for rapid change of direction of motion has the effect of more thoroughly mixing the charge, and he thinks this can be roughly likened to the difficulty experienced in pushing a piece of string round a right-angled bend in a small pipe as compared with the facility with which it can be pulled round the same bend.

Fourthly, the sparking plug must not only be close to the inlet valve for the reasons mentioned above, but it must be situated where the most rapid and complete firing of a weak and semi-compressed mixture can be obtained.

To sum up, then, we see that the most theoretically correct position of the valves must allow of a compact explosion chamber free from ports and pockets, must have due consideration for proper cooling of the exhaust valve, and must provide for free egress of exhaust gases.

And as for the sparking plug, this must be at a position where the incoming gas may impinge upon it, and where it may provide for the most rapid and complete ignition of the entire charge.

There appears to be five practical arrangements of valves and ignition plug only, not, of course, taking into

account slight variation, which can hardly be said materially to alter any of the working conditions. We shall now take them *seriatim*, and endeavor to point out the advantages and disadvantages of each particular case. The diagrams show vertical clinders, and no reference has been made to the horizontal type of engine, though most of the present remarks apply equally to both types. No water jackets are indicated, and for the purpose of easy distinction exhaust valves are shown

the end of a pocket, which serves to convey the flame through the entire mixture rapidly.

Fig. 2 shows a cylinder having the valves side by side, and this arrangement is a very usual one. The combustion chamber becomes more compact than in the previous case, and there is not the same tendency to have one part of the casting to a considerably higher degree than another.

The incoming mixture has no great effect in cooling the exhaust valve.

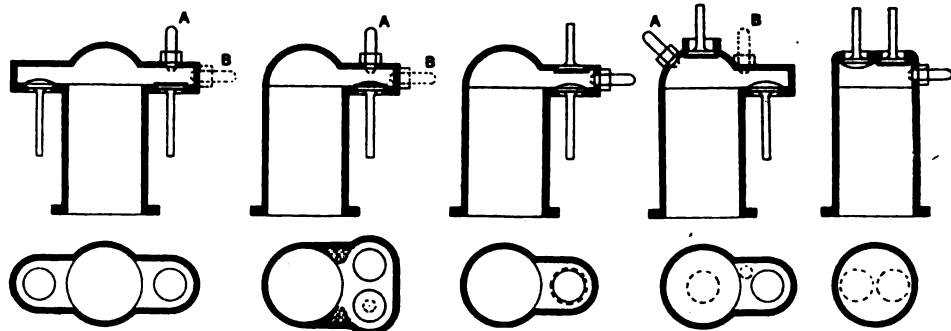


FIG. 1

FIG. 2

FIG. 3

FIG. 4

FIG. 5

with spherical and inlet valves with flat tops.

Referring to Fig. 1, the exhaust and inlet valves are arranged in pockets on opposite sides of the combustion chamber, and this is perhaps the most common method of all. The sparking plug may be placed at A or B with little alteration of effect, though it is likely that the best cooling effect is obtained at A.

The combustion chamber as seen in the plan has rather a large proportion of pocket capacity, and the exhaust valve receives no assistance in the way of cooling from the inlet. There is a tendency, therefore, for one side of the chamber to attain a very much higher temperature than the other, setting up strains in the casting. The sparking plug, however, is in a good position, being close to the inlet valve and near

The ignition plug may be placed at A or B, and the same remarks apply to this case as to the previous one with regard to its best position. With this arrangement it is sometimes not easy, if the compression decided upon is a high one and the cylinder diameter large in proportion to the stroke, to design a compression chamber of a shape which will allow the necessary room for valve clearance when lifted, and will at the same time have freedom from pockets and corners. The writer has observed this difficulty in many cases when designing engines having the valves situated side by side.

There also is seen to be a large and seemingly unnecessary port between the valves and combustion chamber proper; this might be reduced, as indicated by the shaded lines shown in the plan, without diminishing the port area

in the least, but would result in an extremely awkward shape of combustion chamber having corners which would be liable to overheat even to the extent of causing premature ignition.

Fig. 3 shows an arrangement which has several points to recommend it. The valves are combined in one and the same pocket, and this pocket need be very little deeper than if it only contained one valve, and the width of course need only be the same. The incoming charge impinges direct on to the exhaust valve, and has an excellent cooling effect, and from this point of view it is impossible to provide a better disposal of the valves. The sparking plug also occupies a good position at the extreme end of the pocket.

Fig. 4 is not a very usual system. The chief advantage appears to be that a very large inlet valve may be used without adding to the port capacity. The ignition plug might be placed at A or B, the former probably being the best position. The incoming mixture has a very direct passage, but has no cooling effect on the exhaust valve and little effect on the plug.

In Fig. 5 we have an arrangement which, from the point of view under discussion, leaves little to be desired, for we have no pocket of any kind whatever, and we have a direct passage for the exhaust gases as well as for the explosive mixture. True the exhaust valve does not receive any large amount of cooling effect from the inlet, but is nevertheless working under far better conditions than is the case in Fig. 1 or 4.

We may consider, therefore, that in Fig. 5 we have the nearest approach to perfection from a theoretical point of view. When we remember that something like 50 per cent. of our total heat passes through the cylinder and combustion chamber walls, and is lost so far as useful work is concerned, we shall

see the great advantage to be gained by reducing our cooling surface to a minimum. The cylinder walls proper—*i. e.*, the surface against which the piston slides—account, of course, for a great part of our lost heat, but since this surface is exactly in proportion to our bore and stroke, we can do nothing to reduce it. It must not be forgotten, too, in this connection that the cylinder walls themselves are exposed only for a portion of the stroke (the parts nearer the explosion chamber being, of course, exposed for a longer period of time than the lower surfaces of the cylinder), whereas the walls of the explosion chamber itself are exposed to the flame during the *whole* of the working stroke.

Then, again, the temperature is higher at the commencement of the stroke, so that, there being greater difference of temperature between the burning gases and the retaining walls at this period, we should naturally expect to lose the greater part of our heat here.

We must come to the conclusion, therefore, that in deciding upon the position of our valves, if we desire to get the maximum efficiency out of our engine, we shall have to consider the shape of the combustion chamber as of prime importance.

In conclusion, the writer thinks that perhaps as regards engines for automobile purposes the points mentioned here have received adequate attention from designers of engines. We appear to be coming, however, to a period of aeroplanes, navigable balloons, and so on, requiring the use of an extremely light engine and an engine of maximum efficiency in proportion to its weight; the writer feels convinced, therefore, that for this class of engine we shall see many changes in cylinder design, and there is little doubt that an entirely new type of engine will eventually be evolved.

A Valuable Collection of Maps

More than 50,000 square miles of territory are covered by the "Pilot" road maps which have been issued by F. S. Blanchard & Co., Worcester, Mass. The maps are bound in book form, $9\frac{1}{2} \times 9\frac{3}{4}$, the covers being of fine black leather, fully flexible.

The inside front cover shows the skeleton key to the "Pilot" Road Maps, the whole of New England (omitting northern Maine) and the Hudson River District being divided into 103 sections. Each section is numbered and refers to a full-page map in the book.

In addition to the 103 sectional plates, the volume shows the street maps of 82 New England cities. The entire series is compiled from U. S.

Government surveys by Henry MacNair, Geographer and Associate Member American Society Civil Engineers, and shows the condition of various roads and the prominent landmarks with remarkable fidelity. Automobile routes, good roads, poor or unreported roads, trolley lines, grades, railroad crossings (grade, subgrade and overhead), churches, school-houses, cemeteries—all are recorded so plainly that it is possible to identify the roads beyond any question of doubt.

In preparation for future editions of the work the publishers have sent out representatives, including an expert geographer, on a 10,000 miles journey to survey additional routes.

Red Lights for Kansas City Boulevards

The Kansas City Park Board recently adopted a new system of warning signs for automobiles entering the parks at night. New red gas globes are to be placed at different intersections, and will indicate "keep to the right." Thirty of these lights will be placed as follows:

Admiral Boulevard and Grand Avenue. Admiral Boulevard and the Paseo. Admiral Boulevard and Highland Avenue. Admiral and Independence Boulevards. Independence and

Gladstone Boulevards. Independence and Benton Boulevards. Benton Boulevard and Twenty-third Street. Benton and Linwood Boulevards. Linwood Boulevard and the Paseo. Linwood Boulevard and Gillham Road. Armour Boulevard and Harrison Street. Armour Boulevard and Thirty-first Street. Gillham Road and Twenty-second Street.

The precaution has been found necessary on account of the number of collisions on the boulevards of late.

"Smoky City" Cars Valued at \$5,000,000

Pittsburg boasts of more motor cars for its population than any other city in the United States. According to recent investigations, the total value of the gasoline propelled vehicles in the Smoky City is about \$5,000,000. There are now exactly 1,198 cars, as the reports of City Treasurer John F. Steel show, in use, and there are 100 more

cars stored away in garages which are not being used this season for various reasons.

Since February 1, 1908, city licenses have been taken out for 842 cars of the larger types and 356 smaller cars. The average value of the larger cars is placed at \$4,000 and the smaller cars at \$2,000.

Doubling the Power of a Motor

J. H. K. McBollum has recently patented an interesting device designed greatly to increase the power of internal combustion motors without in any way changing their dimensions. The inventor claims that his arrangement increases the power by more than 110 per cent. a 10 hp. motor, owing to modifications, which are not at all complicated, yielding more than 22 hp.

The following is the system employed: In the cylinder, at a point a little higher than that occupied by the top of the piston, when the latter is at the bottom of its stroke, is formed an aperture, which is threaded and a pipe screwed into it. To this pipe is adapted a valve, the opening of which is controlled by a supplementary cam fixed to the cam-shaft. This cam is so arranged that the valve opens only at the end of the suction, when the piston, being at the end of its travel, has uncovered the aperture above mentioned.

The supplementary pipe is connected with a compressor of carbonated gas fixed to the car. When the piston descends the cylinder becomes filled through the ordinary suction valve, and, at the end of its stroke, will be full of explosive gas at the pressure of the atmosphere. At this instant, the supplementary aperture is uncovered, the supplementary valve is raised, and the carburetted gas which exists in the compressor at a pressure greater than that of the atmosphere, flows into the cylinder and sensibly increases the cylinder-charge.

The supplementary aperture is closed at the moment at which the piston, on ascending, covers it, and its valve closes at the same moment. The cylinder-charge which is then in the motor is very much greater than the normal one, and the compression is naturally greater also, and much

greater, too, is the power of the explosion. The inventor claims that it is easy to double the volume of the cylinder-charge in any motor whatever, and to double its power. The explosive gas is put under pressure very simply through the piston of a small supplementary cylinder actuated by any shaft of the car. One of the valves (the suction one) of this cylinder corresponds to

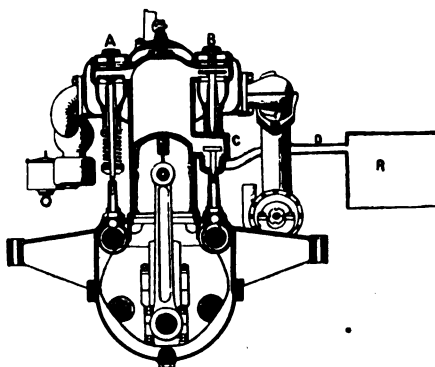


DIAGRAM OF THE MOTOR

an ordinary carburetter forming a supplement to the motor carburetter. The other valve (the exhaust one) corresponds to a tight reservoir. When the piston of the small cylinder descends, it becomes filled with carburetted gas through the opening of the inlet valve, and, when it ascends, the inlet valve closes, the exhaust valve opens, and the cylinder charge of fresh gas is forced into the reservoir.

A. C. A. Membership Nearly 2,000

Just short of 2,000 is the present membership of the Automobile Club of America. The exact number is 1,966, which is divided as follows: Active, 1,307; associate, 335; life, 31; honorary, 25; subscribers to the Bureau of Tours, 268.

Exports Continue to Decline

Exports of automobile and parts thereof continue to show a decrease according to *Monthly Summary of Commerce and Finance*, issued by the Department of Commerce and Labor. For the month of July only \$643,901 worth of goods were sold to foreign countries, as against \$796,325 for the same month in 1907, showing a decrease of \$152,-

424. For the seven months ending with July automobiles and parts thereof to the extent of \$3,613,941 had been reported.

July's largest purchaser was the United Kingdom, her share being \$273,396, while British North America was second, with \$191,927. Following are the details:

	July, '07	July, '08	Seven months ending July, '07	Seven months ending July, '08
United Kingdom.....	\$301,126	\$273,396	\$1,335,170	\$1,365,561
France	121,627	53,602	482,868	510,758
Germany	47,720	22,744	144,843	123,531
Italy	14,161	241,100	219,136
Other Europe	21,992	54,555	233,234	164,554
British North America.....	183,508	191,927	900,386	692,836
Mexico	49,113	11,726	452,611	187,034
West Indies and Bermuda...	10,028	5,885	153,350	105,523
South America.....	31,821	7,003	128,490	79,850
British East Indies.....	1,585	5,497	19,724	17,560
British Australasia.....	3,560	4,362	94,855	37,734
Other Asia and Oceania.....	5,731	11,247	45,828	88,273
Africa	3,735	1,930	6,026	3,356
Other countries.....	618	27	7,005	18,235
	<hr/> \$796,325	<hr/> \$643,901	<hr/> \$4,245,400	<hr/> \$3,613,941

Tire Pumps Not Needed

Winton Six users are to be emancipated from the labor of pumping up tires. Not satisfied with relieving motorists of the arduous work of cranking, thanks to the Winton self-starting device, Mr. Winton has gone a step further and relegated the tire pump to the relic pile.

And the method is perfectly simple. Attached to the self-starting cock on the

Winton Six dash is a nipple to which the user screws a rubber tube, the other end of which he attaches to the tire in need of inflation. Next he opens the cock and takes a rest, while compressed air from the self-starter tank rushes into the tire and fills it up. Then he puts the rubber tube back into the tool box and goes on his way rejoicing.

A Well Recommended Cement

M. Le Roy recommends, in *La Vie Automobile*, a cement prepared as follows for stopping up cracks in metals and filling joints in pipes in order to make them watertight: Make a solution of sulphate or copper in hot water and

immerse therein strips of zinc filings. The copper will be precipitated in a state of powder, 20 to 30 parts of which, after being dried, are to be rubbed in a mortar with 70 parts of mercury.

Has the Blackboard Habit

To put things down in black and white is the favorite habit of President Hugh Chalmers of the Chalmers-Detroit Motor Co. In consequence he has acquired what is termed the "blackboard habit." In his office he has a blackboard with folding leaves, on which are kept important records and which is used in all meetings of the Chalmers-Detroit Executive Committee. On this board are kept such statistics as comparative output and comparative shipments during this year and preceeding years, advertising schedule, estimates and budgets of various kinds. On the first page of this blackboard the following has been lettered:

OBJECT

To sell output for 1908-09.

DUTIES

1. To employ good men to assist us
2. To organize our factory and agencies.
3. To hold meetings often.
4. To anticipate the demands in our line.
5. To co-operate with each other in all things.

FIVE THINGS TO INCREASE

1. Sales.
2. Cash on hand.
3. Profits.
4. Efficiency of force.
5. Quality of our cars.

FIVE THINGS TO DECREASE

1. Debt.
2. Unnecessary expense.
3. Number of complaints made.
4. Amount of time wasted.
5. Cost of production.

This page of the blackboard serves to keep constantly before the members of the Executive Committee the large problems that it is their duty to solve.

B. & S. Rod and Yoke Ends

The Billings & Spencer Co., Hartford, Conn., has issued a little pamphlet describing and illustrating their rod and yoke ends. These useful parts are made in accordance with the specifications adopted by the Association of Licensed Automobile Manufacturers, and also of the well-known B. & S. standard form. They are supplied either in the drop-forging or machined, and assembled as desired.



10,000 LBS. CAPACITY STUDEBAKER TRUCK SUPPLIED TO THE NATIONAL GOVERNMENT

Diamond Tires at Lower Prices

A reduction in the price of Diamond tires has been made, effective September 1, which averages 15 per cent. Perhaps the most notable feature of the change is the placing of the quick detachable type of tires on the same price basis as the regular clinchers for one-piece rims. This is especially important, for the reason that the quick-acting rims are being used more and more generally as time goes on.

However, on every type of tube, and on tubes as well as casing, prices are materially lower for 1909, and new stimulus is thereby undoubtedly given the automobile business as a whole. It is in this light that the Diamond Rubber Company regards the price reduction, although it is not the principle reason for the change.

"The standardization of tires has made rapid progress," says Theo. Weigele, of the Diamond factories in Akron, "and in time to come will go still further. Quality and price will both be factors in the public's ultimate selection of the strictly standard tire. As to price, we are able to join with the automobile manufacturers in reducing the cost of motoring by reason of our increased output, the present season's elimination of faulty merchandizing practices in the automobile business as a whole, and because we have been able to cut out almost entirely the expenses chargeable to defects in manufacture. Another consideration helping to give users a better price, is the practical standardization of tire sizes.

"In more ways than simply the lower prices, also, is the automobile owner to have a larger money's worth in tire service. The improvements we have accomplished notably increase the mileage tires will give, and reduce tire repair bills at the same time. This is largely

because the tread will have greater life than formerly. The correct economic principle is that the tread of a tire should wear so long that, barring accidents, only the ageing and natural deterioration of the body will cause the casing finally to give way. It is along this line that our betterments show themselves. These, together with our success in so distributing the strain of shocks a tire is likely to receive as to make fabric rupture and consequent blowouts a very infrequent occurrence, will, we consider, be very prominent in the public's tire discussions during the next several months. With the bright business outlook and all, we plan to keep manufacturing to our fullest capacity right through the fall and winter, and our output of 1909 goods, dating from this time, will be about 100 per cent. larger than the past year."

Haynes' Fifteenth Birthday Celebration

KOKOMO, Ind., Sept. 2.—Several hundred automobile enthusiasts gathered here last Wednesday to celebrate the fifteenth anniversary of the building of the first gasoline automobile by Elwood Haynes.

The program was arranged by the recently organized Kokomo Automobile Club, cash prizes being paid to winners of the events. Prizes were awarded as follows: Egg race, Mrs. Harry Davis, in Apperson car, driven by Edgar Apperson; obstacle race, Frank Sweigert, driving Buick; ladies' fancy driving contest, Ruth Newby, driving Oldsmobile; ladies' sprint race, Miss Agnes Davis, driving Haynes; gentlemen's fancy driving contest, Frank Sweigert, Buick; half-mile sprints were won by Nelson McLain, Paul Smith and Edgar Apperson.

Oil for Every Purpose

When it comes to oil, the old adage, "What is one man's meat is another man's poison," is particularly pertinent. The oil adapted to a steam-driven car might ruin an air-cooled gasoline cylinder within a mile, and the only safeguard is the use of an oil exactly adapted to the car.

By a series of exhaustive tests, the Vacuum Oil Co. has made it possible for any automobile owner to secure the one special oil exactly adapted to his particular car, without the risk and expense of private experiment. They

have produced a specially high-grade oil, called Mobiloil. There are five different grades of Mobiloil, alike in quality, but each adapted to a particular work. Some one of these five grades is the ideally perfect lubricant for any particular car. To be certain of getting the right oil for the right car, any automobile owner can get a valuable booklet free on application to the Vacuum Oil Co., Rochester, N. Y. This booklet lists every car made, and indicates the special grade of Mobiloil exactly adapted to it.

A Tire With a Service Guarantee

A new tire, to be known as the Continental "A-C" Flat Tread, guaranteed for 3,500 miles of service, is to be placed on the market by the Continental Caoutchouc Co. The announcement was made this week by General Manager J. M. Gilbert, of the Continental Co., and the new tire will be sold at regular round tread prices.

The surface of the tread is corrugated, making it cling to the ground, giving it greater qualities of speed. This corrugated flat tread also prevents skidding, a much-desired feature. In ordinary wet weather chains will not be needed, it is claimed, where the wheels

have the "A-C" Flat Tread equipment.

These tires are especially adapted to heavy and high-powered cars. The most carefully selected high grade rubber only is used—systematic inspection, a feature of all Continental tire products, being especially rigid on the new tire. The low price and large mileage guarantee make it imperative that on this particular tire is expended the best and most expert effort.

Hereafter the American Locomotive Co.'s Berliet car will be known as the Alco. The derivation of the term is obvious.

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Vanderbilt Cup Race Fiasco Impending

That 1908 will pass, as did 1907, without a Vanderbilt Cup race being run, is now a very strong probability. The failure to obtain any foreign entries puts this almost beyond question.

The only alternative is a contest that would be such in name only and utterly unworthy of occupying a place with previous races for the historic Vanderbilt trophy. There is a strong probability, however, that when actually brought face to face with the necessity of holding such a race or of declaring the contest off for this year, the Vanderbilt Cup Commission will choose the latter horn of the dilemma, just as it did a year ago.

Whatever attempts may be made to conceal the deplorable situation which confronts the Commission in consequence of the lack of proper entries, there is little doubt that that body will continue to hold out hope that the race will be run. The Commission, or those who control its actions, have been fighting a desperate battle and are now literally in the last ditch. But the bold front they have put up for months past is still being maintained and, as it is almost the sole asset of the Commission, the inevitable collapse and the acknowledgment of utter failure will be delayed as long as possible. Having fooled the public so long the belief is entertained that it can be fooled a little longer, and, proceeding on this theory, the pretence will be maintained until the time comes to make good the bluff. Then, and only then, will the collapse occur, and it really matters little whether it comes after the fiasco of a race that will be a travesty of previous Vanderbilt

Cup contests or before that last desperate effort to bolster up a lost cause is made. The courageous, the honest, course would be to admit defeat and call the race off, thus avoiding fooling of the public by substituting for the time-honored and historic event a contest of stock cars that can at best make only mediocre performances. Attempted hoodwinking of this kind would almost certainly have serious consequences.

The Vanderbilt Cup race was instituted as an international contest between purely racing cars, it being expressly stipulated that the first and second contests should be held on American soil. Afterwards the country holding the cup should have the privilege of selecting the course. It was further provided that not more than 10 cars should represent any country, and it was because of this clause that elimination races became necessary in two of the contests.

The races of 1904, 1905 and 1906 were real international contests. The best of the foreign racing cars were entered in them and their drivers attained almost as high speed on American roads as on those abroad.

The three races so far run were won by foreign cars, and the latter were in the majority on all three occasions. All were racing cars, built especially for the big European races, and were the fastest and most powerful vehicles in existence. The time made by them, and by the American racing cars, compared favorably with that made in the contemporary Bennett Cup races, after which the Vanderbilt contest was patterned. It was the presence of these speedy vehicles and the international flavor of the contests that attracted the enormous crowds of spectators and made the early races such tremendous successes.

Lamentable as was the lack of a Vanderbilt Cup race last year, it was much better so than to have had a fiasco such as was almost certain to have occurred had an attempt been made to hold the contest under the chaotic conditions prevailing in 1907. Equally lamentable would be the determination to hold a contest this year between the cars of only two nations, one of which is represented by a single car of obsolete pattern, while the other has for its representatives only stock cars and one or two equally obsolete racing machines.

Fiasco would be writ large over such a contest. It would fail utterly to accomplish any of the purposes for which the race was instituted. It would prove nothing regarding the superiority of the product of the different nations represented, would be in no sense symbolical of present-day construction in racing cars, and, lastly, would fail miserably as a spectacle for the multitude of people who would be enticed to travel to Long Island to witness it.

A stock car race has its uses and its advantages; but this is only when it does not sail under false colors, and is exactly what it is claimed to be. The Vanderbilt Cup race, with the present entries augmented by those discernable through even the best long distance telescope, would be neither flesh, fowl nor good red herring.

YEAR BOOK, 1908

-INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 20)

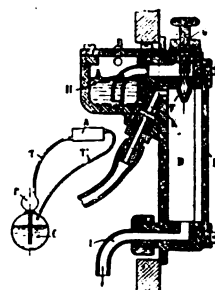
F

Ferber, Captain F.—9 Rue Pajou, Paris. B. at Lyons in 1862. Entering the artillery after his graduation from the Polytechnic School, he was struck by Lilienthal's experiments in hovering flight, and was the first in France to repeat them, while commanding the Alpine Battery at Nice. He experimented with several aeroplanes, constructed according to his own designs, and planned a curious aerodrome for the trial of this type of apparatus. Assigned to the aerostatic park at Meudon, he has been experimenting with a type of aeroplane somewhat similar to that of the Wright brothers, and which, as a matter of fact, was built in conjunction with an American engineer. It is on the biplane system, that is to say, consists of two superposed wide single surfaces, the ends of which are articulated to aid the balance. Very little publicity has been given to Captain Ferber's work, in which, prior to his recent recall to his regiment at Brest, he had made great progress. He had flown many times more than a kilometre, and risen as high as from fifteen to twenty metres in the air. The stability of his machine is marked, for it answers the helm quickly and steadily, so that he can execute a figure 8 in very little space, while the aeroplane rises easily and quickly from the ground. Indeed, M. Legagneux, his foreman, in whose hands the machine has been left, executed a flight of 300 metres the very first time he tried, a thing which no other aviator has done on his initial appearance.

L

Lubricator, Panhard's.—A new lubricator for internal combustion motors of the type in which the feed of the oil is

governed by the vacuum or reduction of pressure produced by the piston in the suction of the explosive mixture. By the employment of this device, the necessity of using flexible diaphragms or pistons, or other complicated apparatus, is obviated.



A is a reservoir for containing the oil at a substantially constant level. The oil is supplied to it through the force pipe T of the pump P.

which draws the oil from the oil reservoir C. The oil in excess flows from the reservoir A through the pipe T₁ and returns to the cylinder C. The pressure of the air in the reservoir A is the same as the external air pressure owing to the provision of the small hole B in the cover. A chamber D, provided with a glazed window E, communicates at its upper part with the reservoir A by means of a nozzle F, closed more or less by a pin valve G, and by a bent conduit H entering the oil in the reservoir A. At its lower part the chamber D communicates through the pipe I, which forces the oil to the motor. A pipe K, opening at the top of the chamber D, is connected by a pipe to the carburettor, so that the vacuum existing in the latter when the motor is in operation is transmitted to the chamber D. The system operates in the following manner. When the motor is running, the chamber D is subjected to the vacuum which exists in the carburettor owing to the communication established with the latter by means of the pipe K. This vacuum is transmitted by the nozzle F and the conduit H to the oil in the reser-

voir A. The oil thus sucked flows through the space between the sides of the nozzle F and the screw pin valves G, which permits of controlling the supply. The oil therefore flows drop by drop, and in a visible manner to the bottom of the chamber D, and passes through the pipe I to the pump, which sucks it and then forces it to the motor.

M

Motor-Boat Equipment, Rules for.—

The Department of Commerce and Labor's new rules as to the requirements of motor-boats and small craft plying on the waterways of the United States are as follows:

All motor vessels without regard to size or use must be provided with an efficient whistle or siren, and an efficient bell. Any size or style of bell may be employed, provided it is available and sufficient for the use for which it is intended. The word "efficient" must be taken in its ordinary sense considered with reference to the object intended by the provisions in which the word appears, namely, the production of certain signals. The power to operate the whistle is not prescribed, but the whistle is to be of such a character as to be heard in ordinary weather at a distance of at least two miles. When navigating between sunset and sunrise, vessels must carry regulation lights. All boats under 15 tons engaged in carrying passengers for hire must carry one life preserver for each passenger carried, and shall be operated by a person duly licensed by the local inspectors of steam vessels. This rule relative to carrying life preservers and of licensed navigators, does not apply, however, to vessels used as private pleasure boats.

S

Speed-table, Motor-car.—By means of the accompanying table, the driver of an

automobile may instantly ascertain the number of kilometres per hour covered by his car. All that is necessary is to take from the column to the left the first figure, which gives the speed made by the car in one kilometre, and, from the top, horizontal column, the second figure which expresses such speed:

	0	1	2	3	4	5	6	7	8	9
0	8	3600	1800	1200	900	720	600	514	450	400
1	360	327	300	277	257	240	225	212	200	189
2	180	171	164	156	150	144	138	133	129	124
3	120	116	112	109	106	103	100	97	95	92
4	09	88	86	84	82	80	78	77	75	73
5	72	71	69	68	67	65	64	63	62	61

For example, a car has covered a kilometre in 38 seconds: What speed per hour has it made?

Take from the left column the figure 3, and, from the top, the figure 8. Then, the intersection of the two columns gives the figure 95, which is that of the speed of the car expressed in kilometres an hour.

If the car has covered a kilometre in a time greater than a minute, in order to ascertain its speed the table should be read differently. In such a case, take from the interior of the table the figure that represents the speed per kilometre, and find in the external columns the figure of the kilometres per hour. For example, a car that has covered a kilometre in 63 seconds, will be found to have attained a speed of 57 kilometres an hour.

This table may be employed also when the speed of a car is known only by the time that it has taken to cover the distance between two measured points. In this case, the figures in the top horizontal column are taken for the seconds and those in the left vertical column for tenths of seconds. The number found at the intersection of the columns, divided by ten, will show the speed in kilometers an hour.

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News Notes

"Some makers prefer the wood body, while others put their faith upon the cast metal, while others seeking a happy medium, use a wooden body with metal panels," said Charles Clifton, of the Geo. N. Pierce Co., of Buffalo, makers of the Pierce Arrow cars. "Speaking of bodies, the impression seems to prevail that our bodies are several hundred pounds heavier than competing bodies. Our investigations in this particular prove that our car body for the seven (7) passenger car, embodying Pullman seats, is not to exceed forty (40) to fifty (50) pounds heavier than the wooden body equally well made. I do not think that sheet metal bodies are to be compared, but the difference even in these is not great on account of the reinforcing the sheet metal requires, but in point of durability and safety to the riders, from the point of liability for personal injury, our body is certainly not to be compared with any other body made anywhere in the world. Our own experience has been gained by watching these bodies in accidents, that it is very rare that any injury happens to the body, and comparatively rare that severe injury results to those occupying our bodies. In case of an over-turn, collision and various other forms of accident, the cast aluminum body seems to be of such a character that they do not crush or collapse, and consequently save from serious injury their occupants."

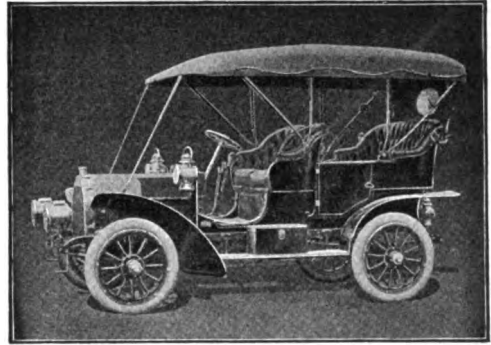
M. Fuqua, a well-known real estate man of St. Louis, has returned from Friona, Tex., where he went in his Pierce car for rest and recreation. Mr. Fuqua speaks very enthusiastically over motoring conditions and their future in Texas. He declared that the country was made especially for automobiling and has been waiting until the automobile was perfected.

"Imagine hundreds of miles of rolling prairie," he said, "smooth as velvet. So smooth, in fact, that a road is not necessary. Just head straight in the direction you want to go and let her out on the high. Sparse timber along the streams is all that is in the way. That is motoring in Texas. It is no wonder that the automobile trade is growing there. It is estimated that at present at least one out of every ten persons in the Panhandle owns a touring car. Very few light runabouts are owned there."

The Levy & Hipple Motor Co., Chicago representatives of the Chalmers-Detroit line, are to put up a new three-story building. Plans have just been perfected by this enterprising company for a handsome building 42x162 feet. The structure will be of white tile, and according to plans will be very attractive in appearance. There will be a runway, opening on Michigan Avenue, and leading back to the garage in the rear. The upper floors will be used for storerooms, machine shop and stock rooms.

Springfield Metal Body Co.

SPRINGFIELD, MASS.



ALUMINUM LIMOUSINE AND LANDAULET BODIES

We are ready to contract for touring
and runabout bodies

DOW TUBES

The Best Ever Manufactured

Do Not Deflate When Punctured

Safe - Give Exceptional Mileage

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Haynes cars always have perfect scores in any kind of a test.

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Not "occasional good ones,"
but uniform excellence.

Two 30's and a 40 H. P. Various types of bodies

Studebaker Automobile Co.
South Bend, Ind.

Rainier

1908 Model D, 50 H. P.

New Factory, SAGINAW, MICH.

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STANDARD OF
THE WORLD

Gray & Davis
Amesbury, Mass.

The Stevens-Duryea agency in southeastern Massachusetts and Rhode Island has been changed, the Rhode Island agency being taken by Tufts & Justin Company, with a salesroom on Washington Street, Providence. P. F. Conroy will handle the Stevens-Duryea in Newport, with a salesroom on Bellevue Avenue.

The Philadelphia branch of the Autocar Co., of Ardmore, Pa., was formally opened on September 1, at 249 North Broad Street. The building is splendidly equipped for repairing and garaging, in addition to its exhibition rooms.

The Ellis Motor Car Company, Newark, N. J., representatives of the Pierce-Arrow line, have announced their removal to 124-126 Washington Street.

A new repair shop for Chalmers-Detroit and Thomas cars will be opened in Boston by the Whitten Gilmore Company, at West Newton and Falmouth Streets.

INCORPORATIONS

Springfield, Mass.—Pittsfield Motor Transportation Co., with \$50,000 capital. Incorporators: Alden Sampson and Rodman Schaff.

Atlanta, Ga.—Atlanta Motor Co., with \$100,000 capital. Incorporators: W. K. Cleveland, H. L. Wiggs, Eugene Callaway and V. L. Smith.

New York, N. Y.—Walter Christie Automobile Co., with \$400,000 capital. Incorporators: Van S. Howard, C. Colgate Moore and G. W. Moore.

Boston, Mass.—Monitor Mfg. Co., with \$50,000 capital. Incorporators: Grant R. Beebe, Fred O. Herne and Fred L. Hewitt.

Cincinnati, O.—Buggy Car Co., with \$2,000 capital. Incorporators: Joseph Fittig, Sr.; Joseph Fittig, Jr.; Newton M. Anderson and Charles Runey.

Camden, N. J.—Auto Truck Mfg. Co., with \$125,000 capital. Incorporators: H. M. Browne, E. J. Forham and F. W. Mills.

Cleveland, O.—Butler-Clark Auto Service Co., with \$3,000 capital. Incorporators: J. W. Butler, E. H. Clark and P. L. Miller.

Brooklyn, N. Y.—A. W. Blanchard, Inc., with \$25,000 capital, to manufacture motors. Incorporators: A. W. Blanchard, L. G. Blanchard and A. Neil Wilcox.

Louisville, Ky.—The Miles Auto Co., with \$10,000 capital. Incorporators: Leon L. Miles, W. H. Curtis, Sr., and Ada B. Harris.

Mention "Automobile Topics" when writing.

Automobile Calendar

- September 11-12.—Two-days' Race Meet at Brighton Beach track, New York, under direction Motor Racing Association.
- September 12.—Race Meeting at Brooklands track, England, under direction of the Brooklands Automobile Racing Club.
- September 13.—Coupe d'Evreaux in France, under direction of Les Sports.
- September 14.—Semmering Hill Climb.
- September 14.—Annual Economy Run, Chicago Motor Club.
- September 16-17.—Two-days' Mechanical Efficiency Test, from New York to Montauk Point, L. I., and return, under direction of the New York Automobile Trade Association.
- September 15.30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.
- September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.
- September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.
- September 19.—Race Meet on Middletown Fair Grounds track, under direction of Motor Club of Harrisburg, Pa.
- September 20.—Semmering Hill-Climbing Contest, under direction of the Austrian Automobile Club.
- September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.
- September 20.—Annual Hill-Climbing Contest of the Automobile Club of Bristol and Clouces-tershire, England.



Mosler Fire
Spit PLUGS
MAGNETO TYPE
and
MICA TYPE
Will stand more soot, oil and water
than any other plug
Energetic Ignition
Greater Power
A. R. MOSLER & CO., 163 W. 29th St., New York

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MAGNETOS
ARE THE BEST

Time and again they have proved their superiority over all other magnetos, and stand to-day as the highest type of ignition obtainable

LAVALETTE & CO., 112 W. 42d St., New York



There is a Reason

With the same radius, frictional area and spring pressure, the **HELE-SHAW Clutch** is three times as powerful as any flat plate clutch made. Therefore, with the same radius and frictional area and one-third the spring pressure, the Hele-Shaw Clutch will transmit as much power as any flat plate clutch. Hence, it is more flexible, softer in engagement, less liable to heat, less subject to wear. It is no experiment—there are 12,000 in operation in Europe. Specify the Hele-Shaw Clutch for the car that you buy. It can be easily fitted. Your dealer will readily comply this year to make the sale. Write for particulars.

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DIXON'S MOTOR GRAPHITE

Especially prepared flake graphite for motor lubrication. Increases H. P., saves wear, cuts mileage cost. Get booklet 11 G and sample.

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Republic Rubber Company
YOUNGSTOWN, OHIO

New York City, 232 W. 58th St.; Boston, 221 Pleasant St.; Philadelphia, 830 N. Broad St.; Chicago, 116 Lake St.; Detroit, 246 Jefferson Ave.; St. Louis, 3964 Olive St.; Pittsburg, 136 Sixth St.; Seattle, 1419 Broadway; Denver, 1721 Stout St.; San Francisco, 119 Beale St.; Los Angeles, 1046 S. Main St.; Cincinnati, 8th and Walnut Sts.; Toledo, 2815 Monroe St.; Indianapolis, 208 S. Illinois St.; Cleveland, 1120 Euclid Ave.

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Every car of hundreds built by
THE ACME MOTOR CAR COMPANY
 since its start, seven years ago, is still running in the
 hands of its purchaser. That is one reason why it is called
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THE ACME MOTOR CAR CO. Reading, Pa.

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IN THE WORLDAddress the
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Gyroscope Bldg., 231 West 54th St., New York City**PERFECT IGNITION**
• MORE POWER •
ABSOLUTE
INFALLIBILITY**JEFFERY-DEWITT COMPANY**
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BEST rubber and fabric.

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ENNIS RUBBER MFG. CO., 22 Commercial St., Newark, N. J.September 23-24.—24-Hour Sealed Bonnet Con-
test, under direction of Bay State Auto-
mobile Association.September 24.—"Four Inch" Race for Tourist
Trophy, under direction of the Royal Auto-
mobile Club of Great Britain and Ireland.September 25-26.—New Jersey Good Roads and
Legislative Convention, to be held at Atlan-
tic City.

September 27.—Chateau-Thierry Hill Climb.

September 28-October 8.—Fall "Scenic Tour" of
the Automobile Club of America.October 2.—Speed Trials of Royal Automobile
Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 3.—Automobile Race for Grand Prix
cars on Brooklands track, England.October 4.—Grand Prix of the Aero Club of
France at the Tuileries.October 10.—Automobile Carnival and "Tour
Around the World," in Morristown, Mad-
ison and Chatham, N. J., under direction of
the Y. M. C. A.October 7.—200-Mile Road Race in Fairmont
Park, Philadelphia, under direction of Quaker
City Motor Club.October 7, 8, 9.—Three-day Reliability and En-
durance Contest, under direction of Cleve-
land Automobile Club.October 11.—Third International Balloon Con-
test, to start from Berlin, Germany.October 11-18.—International Congress and Pub-
lic Exhibition on Roads and Road Making
for Modern Locomotion, French Ministry
of Public Works, Paris.

Mention "Automobile Topics" when writing.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 25.—Light Car Race on Savannah (Ga.) course, under direction of Automobile Club of America.

November 26.—400-Mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

January 23-30.—Annual Automobile Show in Philadelphia, Pa., under direction of the Automobile Trade Association.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Niles, general manager.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers Association.

March 31-April 11.—Annual Monaco Motor-boat Meeting.

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Run
Easier**

Will relieve you of all your oil troubles. It lubricates so well that the best drivers are using it in their highest speed machines—that's a severe test.

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"You See Them Everywhere"

Handsome Model

Just Right Size

Burn without watching. Will not blow out.

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Dietz "Dainty" Tail Lamps,
Polished Brass, \$4.00 each.

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Double System Spark Plug

\$2.50

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Ignition Battery

SIZE—6 volt ; 60 amp.

PRICE—\$16.00

Guaranteed for One Year. Write for Full Information.

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The best champagne that care, experience and money can produce
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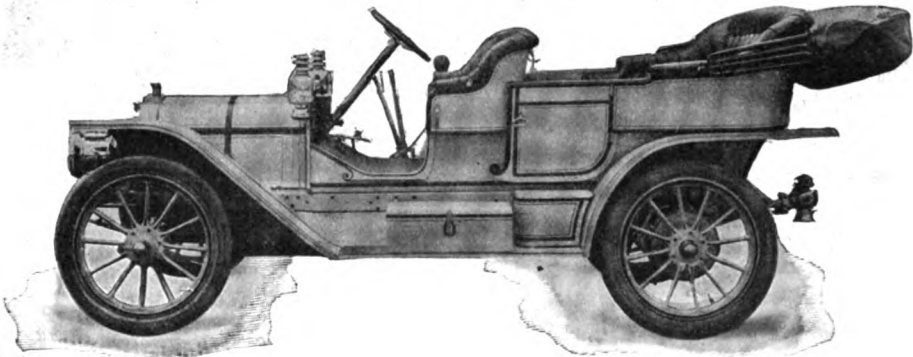
24 HUDSON STREET, NEW YORK

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Announcement of Model "X"

HAYNES

For 1909



The Haynes for 1909. 45 H.P. \$3000

FOR 1909 our Models "S" and "U" will be discontinued in favor of the intermediate car of 45 H.P., which will be our only model for 1909. Concentration upon this, our most popular type, will permit certain economies of manufacture so that we can afford to add various improvements without raising the selling price (\$3000).

\$3000 for 45 H.P. is a low price, but it is not a reduction from former Haynes figures, which have always been moderate. On the other hand the car is not "cheap." Chrome vanadium steel is used liberally. Roller bearings are used everywhere. Nickel steel valve heads, electrically welded to stems are a typical refinement. A Bosch magneto is furnished as regular equipment as well as a battery and unit coil system operating through a separate set of plugs, thus giving a double and independent ignition system. Other specifications are as follows:

MOTOR—4 cylinder, 4 3-4 by 5; water cooled, with very large water jacket.

DRIVE—Shaft drive with Haynes roller-pinion and sprocket at rear axle which minimises friction and side thrust and eliminates noise entirely.

CLUTCH—Haynes patent contracting steel band upon bronze drum.

CARBURETOR—Latest type Schebler, water jacketed.

LUBRICATION—Gear-driven McCord oiler.

TIRES—36 by 4 all around.

TRANSMISSION—Selective type, three speeds forward and reverse. Ratchet device makes gear stripping impossible.

WHEEL BASE—112 inches. **TREAD**—56 inches.

BODY—Touring car for five or seven, or toy tonneau, \$3000. Runabout or Hiker type, \$2900.

(The Hiker type consists of two bucket seats with large gasoline tank on rear).

Equipment includes Presto-lite tank, baggage rack and tire holders.

HAYNES AUTOMOBILE COMPANY, KOKOMO, INDIANA

Oldest Automobile Manufacturers in America

NEW YORK, 1715 Broadway

CHICAGO, 1702 Michigan Avenue

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SIMPLEX

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Guaranteed for One Year

50 H. P., \$5,750**70 Miles an Hour**

WORLD'S RECORDS

A Simplex stock car, driven by Robertson and Lescault, established the following world's track records in the Brighton Beach 24-hour Race:

56 Miles in One Hour (established during the second hour).

105 Miles in Two Hours (during the seventeenth and eighteenth hours).

1,029 Miles in 21 1-2 Hours (the Simplex having been retired from the track for 2 1-2 hours owing to a cracked cylinder caused by a leaky radiator).

The previous world's record for 22 hours being 995 miles, and the best time made by any other car at Brighton Beach for the 22 hours being 1,016 miles.

The showing completely bears out our claims of Simplex performance and consistency.

PALMER & SINGER MFG. CO., 1,620-22-24 Broadway, New York

GARFORD SUPERLATIVES

¶ The fundamental idea embodied in every Garford car is "satisfactory service."

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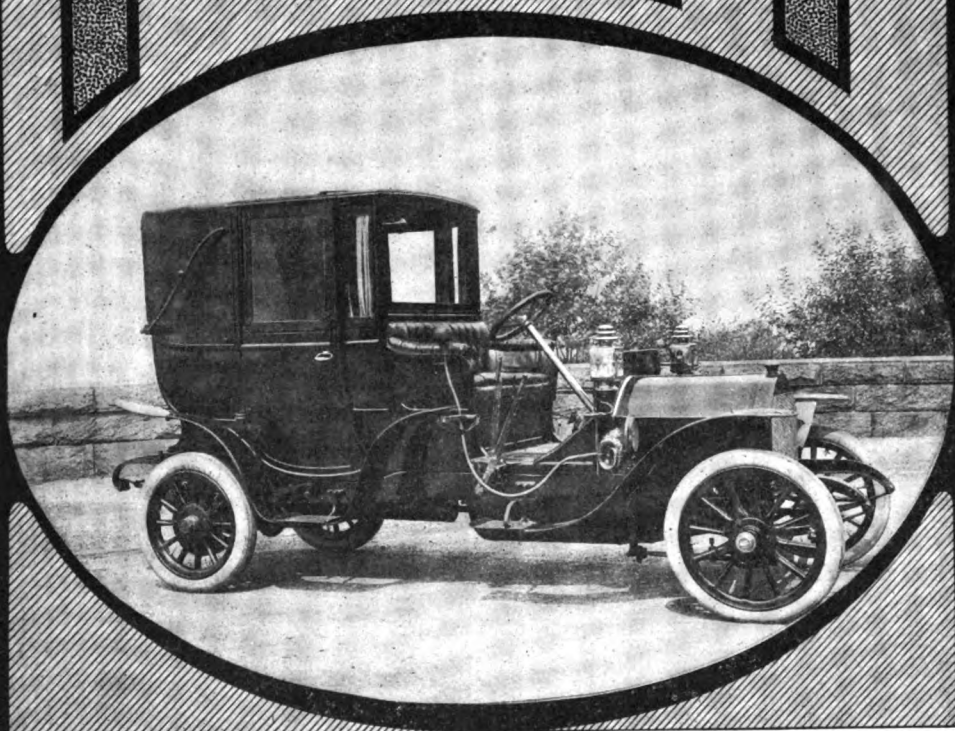
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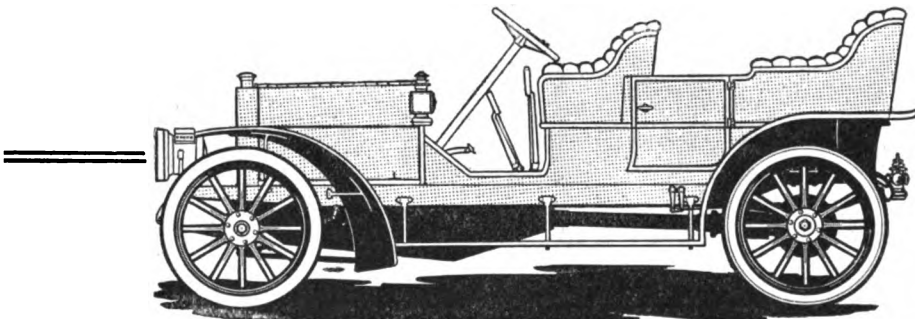
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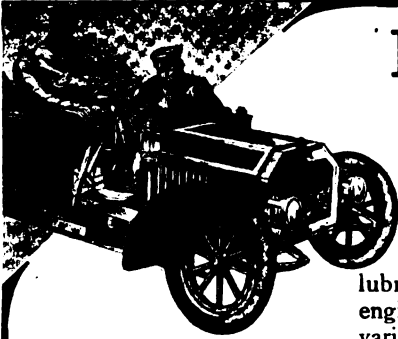
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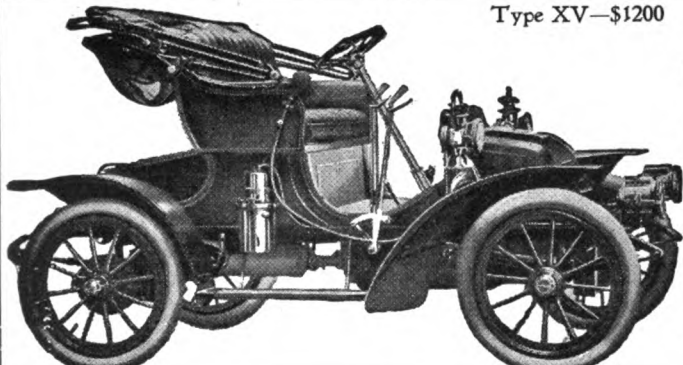
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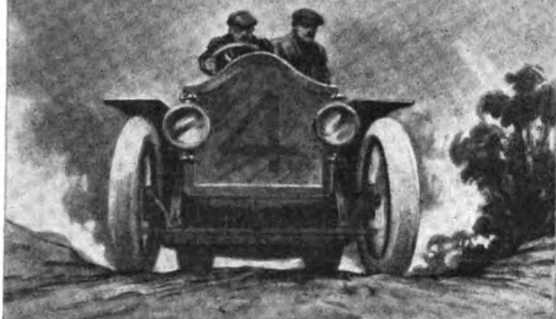
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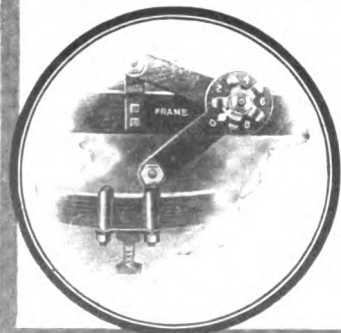
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Illustrated

Vol. XVI. No. 24.

NEW YORK, SEPTEMBER 19, 1908.

Price Ten Cents.

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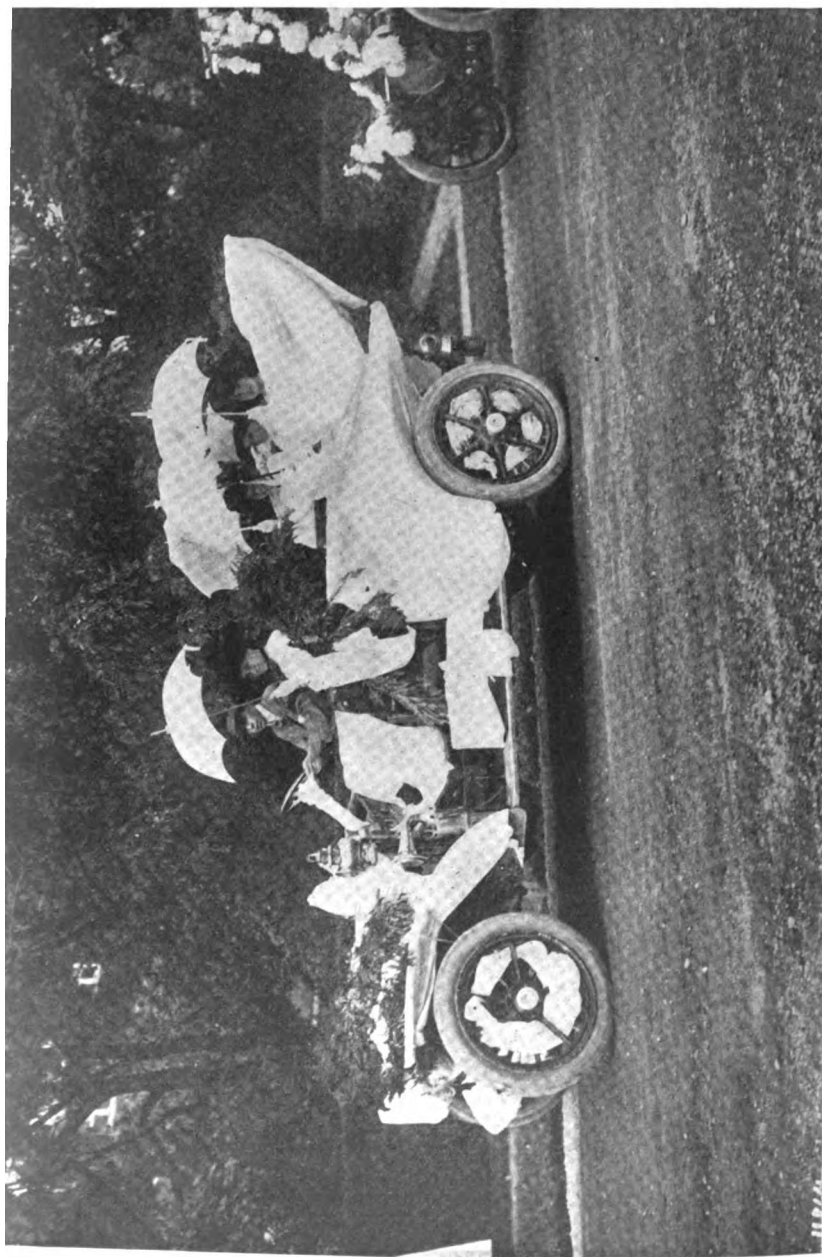
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THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

Vol. XVI.

NEW YORK, SEPTEMBER 19, 1908.

No. 24.

T O P I C S

We lay no claim to being either a prophet or the son of a prophet, yet we hit the nail squarely on the head last week when we said that the Vanderbilt Cup Commission must either abandon the Vanderbilt race entirely or hold a contest that would be the veriest travesty of the past races for that historic trophy. At the time this was written the "Motor Parkway Sweepstakes," scheduled for October 10, had not been announced. Great care was taken to surround it with a veil of secrecy until the public had a chance to assimilate the statement that the Vanderbilt race would be held this year, entries or no entries. Of course it would not have done to give out the two statements simultaneously. They were quite at variance, and it was obvious to all that the substitution for a Vanderbilt Elimination Race of a contest for all classes of cars meant the doom of the latter event. It is perfectly plain now that the Vanderbilt race, as its originator conceived it and the first and subsequent Vanderbilt Cup Commissions carried it out is, for the moment at least, dead. It is doubtful whether even a sham race will be run. The probabilities are against it, and neither the success nor the failure of the sweepstakes is likely to improve its chances.

The Vanderbilt race, as we have known, is dead for this year—dead because the Cup Commission can procure neither foreign nor domestic racing cars capable of keeping it on the high plane of 1904, 1905 and 1906. This impossibility is an actual fact as regards both classes. There are plenty of high-powered, speedy modern racing cars abroad, such as furnished the chief excitement and interest of the early Vanderbilt races; but the adoption by the A. A. A. of a rule utterly at variance with that adopted by the Congress of Recognized Automobile Clubs rendered it out of the question for any of these cars to be entered. The domestic product is, as we have repeatedly pointed out, confined to a few obsolete racing cars and a somewhat larger number of high-powered stock cars. The former are not enough to furnish a real speed race, while the latter would reduce it to the level of a stock car race—a duplicate or follow-my-leader repetition of the Sweepstakes to be held on October 10. It is obvious that such a contest has no right to masquerade as the Vanderbilt Cup race, and until that classic event can be resuscitated and given under vastly different auspices it would be better to have it go by the board for another year.

King Canute commanding the tide to stand was not a circumstance to the A. A. A. The latter really thought that its threat to disqualify the drivers, etc., who might presume to take part in the Brighton Beach race would deter some of the week-kneed ones, whereas the English monarch was bent upon teaching his arrogant but foolish courtiers a lesson. Then, too, Canute succeeded.

Tire chains can no longer be barred from the public parks of Greater New York. A Supreme Court Justice has ruled that the ordinance forbidding their use is unconstitutional. This is gratifying news and will probably act as a deterrent when Park Commissioners and other bodies are tempted to strike at the users of motor vehicles. At the same time the fact remains that for more than half a year this unconstitutional ordinance has been enforced and motorists put to no end of inconvenience and annoyance in consequence. There should be some way of getting back at these officious legislators who rush in to pass discriminating and illegal measures.

The chauffeur of such a baseball star as Hans Wagner is a privileged person, as even a Pittsburgh magistrate learned the other day, when the chauffeur was brought before him. "Had to get Hans to the train on time," remarked the new Jehu. "The team couldn't have gone without him." And the magistrate meekly agreed.

The sword of Damocles was suspended by a single hair. Something seems to be suspending that wholesale disqualification of the owners, entrants, drivers, mechanics and cars participating in the Brighton Beach race last week. Why delay?

"It begins to look now as if the biggest race of the year will be neither the Vanderbilt Cup nor the Grand Prix for foreign cars at Savannah, but the stock car races on the Long Island Motor Parkway, in which a big field of cars of different classes will be competing at the same time," says one of the pro-A. A. A. publicity procurers. In this blunt and matter-of-fact way, the time-honored Vanderbilt race is shelved by its professed friends.

The Zusta car reached Berlin yesterday. Better late than never.—*Exchange*. Zusta! Where have we heard that name? Oh, yes. That is the car which was going to win the New York-Paris race. Well, it got home, anyhow.

It must have been a severe shock to those Pennsylvania road officials who appeared in court the other day ready to tell all about the fine condition in which the highways under their supervision were, to find a wide-awake lawyer ready to catechise them from A to Z. They had been in the habit of certifying that everything was all right and of having their unsupported word taken as final. When they were questioned and made to tell all about designated stretches of road they were surprised and aggrieved, and before the ordeal was finished they were in a very apologetical condition. What is everybody's business is usually nobody's business. It is only when somebody makes it his business to see that things are done right that any improvement is made. In this case an enterprising automobile club started the ball rolling, and was backed up by a good road's association and a judge whose attention had been called to some of the worst pieces of roads. Consequently, instead of the usually white-washing process the road officials were

told that their districts were in very bad shape and made to promise to apply a remedy at once. Threats were even made that criminal prosecutions would be started if something was not done to improve places where the conditions were very bad. It is a pretty safe wager that the next time these officials appear to tell about the condition of their roads they will have more facts to back them up.

Almost like the penny-in-the-slot machines is the system of operation of an aerial navigation company recently formed in Berlin. Each member of the association is entitled to make one aerial voyage a year, the length of the latter depending upon the amount of his contribution. For example, if he pays 20 marks (48c) he is entitled to a voyage of about 12 miles.

Sometimes the way of the persistent speeding motorist is a hard one. A case in point is that of a New Yorker whose exploits while seated at the wheel of a high-powered car, with the throttle wide open, have been notorious. He is now in a hospital recovering from numerous contusions and other injuries resulting from a collision that was entirely his own fault, and now he has been summoned to appear before the officers of one of the automobile clubs of which he is a member and show cause why he should not be incontinently expelled. A little more of this sort of thing would do a lot of good.

There is an unusual activity in the affairs of the American Motor League. For several years that body has been saying little and sawing wood—at least so its officers assert. Now that the American Automobile Association has come in for so much criticism, and has such a doubtful war on its hands, the A. M. L. rises into public view, as much as to say that if a body free from the vagaries of the A. A. A. is really needed there is no need to seek far for it.

The novel predicament of a London automobile driver who was arrested for exceeding the speed limit has been revealed. He told the court that he "was driving a Yankee who kept saying: 'For God's sake let's get on!'" Several previous convictions were proved and the defendant said that in every case he was driving those "abominable Yankees." "They curse and swear at us," he explained, "and if we please them we don't please the firm. If we please the firm we don't please the Yankees, and if we please both we don't please the police." In imposing a penalty of \$35 and costs the magistrate told the defendant that he must give up driving Americans.

Says the *Evening Mail*, one of the chief New York apologists for the mistaken acts of the American Automobile Association, in commenting on the present status of the Vanderbilt Cup Race: "The situation, however, is simple. The race will be run if there be a sufficient number of entries to make it worth while. It is now up to the American makers, for whose benefit rules were adopted that would make easy their participation, to make the contest possible by their support. Should the Vanderbilt race go by the boards (sic) it will not only be a great injury to the sport and industry, but the home trade will miss a golden opportunity for a demonstration of its cars that will mean much in lasting publicity and particularly to their permanent prestige in the metropolitan district." It looks as if "Uncle John" sees the handwriting on the wall.

A. A. A. and A. C. A. Reach a Compromise

After many days devoted to conferences and counter-conferences, to discussion of the various matters in dispute and which have caused friction, the two warring bodies—the American Automobile Association and the Automobile Club of America—have agreed to terminate their disagreement to once more resume amicable, if not cordial, relations. The men who were chiefly instrumental in bringing about this mingling of the erstwhile combatants are Henry Sanderson and Wm. G. McAdoo, first and second vice-presidents, respectively, of the A. C. A., and Robert P. Hooper and Chas. T. Terry, of the A. A. A.

The conferences have been surrounded with much secrecy, and denials have even been made that any were being held. Nevertheless, it was known that meetings had taken place and on several occasions it was reported that an agreement had been reached. It now develops that this really occurred several days ago, and the delay in giving out the particulars was due to the fact that it had not been ratified by both parties. The final ratification occurred Wednesday, September 16, however, and immediately the A. A. A. gave out this statement:

Conference committees representing the American Automobile Association and the Automobile Club of America have for several days been negotiating a settlement of differences between these bodies. These committees finally reached a conclusion, which was ratified by the Board of Governors of the club a few days ago and by the Executive Committee of the association at an adjourned meeting held to-day.

The understanding disposes of the controversy and establishes friendly relations.

It is agreed that the Automobile Club of America is the only American member of the International Association of Recognized Automobile Clubs; and that it is and shall be the only authority in America for the drafting of rules affecting and for the granting of sanctions for international races and for the regulations of such races in this country. On the other hand, the matter of the sanction of and the formulation of rules for local and national races is agreed to be as heretofore in the sole power and jurisdiction of the association. The two bodies agree to co-operate with each other in making the Vanderbilt Cup race and the Savannah Grand Prize race successes. After the races of this year the two cups are to be deeded to an independent racing association and are to be contested for annually, the Grand Prize Cup as the international trophy, and the Vanderbilt Cup as the national trophy. It is also agreed that the club shall not encourage other clubs to withdraw from the American Automobile Association.

The essential points at issue between the two organizations have thus been settled, and their co-operation in the future in all matters relating to the sport of automobile racing is assured.

It will be seen that there are several Sphinx-like statements in this paper. The announcement that both bodies will co-operate in making the Vanderbilt and Grand Prize races "successes" may mean much or little; while the sentence immediately following—that "after the races of this year" the two trophies will be "deeded to an independent racing association," fairly teems with possibilities. Highly illuminating is the statement that "the club shall not encourage other clubs to withdraw", from the A. A. A.

A. C. A. Charters a Steamer

The Automobile Club of America has chartered the steamer City of Savannah to take the members of the club and their friends to the Savannah races

on Thanksgiving Day. The boat will accommodate 400 and will leave New York on November 21 and return December 1.

Ban on Tire Chains Is Unconstitutional

The New York Supreme Court has decided that the ordinance prohibiting the use of tire chains on motor vehicles entering the public parks of Greater New York is unconstitutional and in conflict with the motor law of 1904. This being so the use of the chains is permissible, declares the court.

The decision was handed down by Justice Davis in the Supreme Court on Tuesday of this week. It was called forth in consequence of the case of Edward Anderson, who was arrested on March 28 last, while operating an automobile with chains on the tires of the rear wheels on the drive in Central Park in Seventy-second street, and was convicted in a police court.

In the course of his decision Justice Davis says:

It will be observed that the ordinance confers upon the commissioner the power to allow some vehicles to use chains while denying permission to others. No restriction is placed upon his action in this respect and he is bound by no rule. The owner against whom such discrimination is made has no redress. He must

submit without appeal to the arbitrary denial of a privilege which others of his class are allowed to enjoy through the favor of the commissioner.

What chains are to be permitted and what prohibited under this ordinance, what individuals are to be favored and who are to be denied the right to enter the parks, depends upon the mere will of the commissioner.

It is a vital defect in the ordinance that it contains no provision guaranteeing uniformity in its enforcement. No rule or principle is provided to secure its impartial execution.

The court adds there are other methods of preventing skidding, "equally as bad as roadbeds, but there is nothing in the evidence to warrant the conclusion that the chain is more injurious than the other methods. Some may use the Park highways freely, while others may not unless they get the commissioner's permission. These latter are entitled to equal protection of the laws," says the court, "and their constitutional rights are invaded. The writ of habeas corpus is sustained and the relator discharged from custody."

Wants Thomas to Explain

If all the stories about E. R. Thomas of New York and the causes which led to his recent automobile accident are true, that well-known motorist is about to receive some of his deserts. Trustees of the New Jersey Automobile and Motor Club, of Newark, have made formal demand upon him to show cause why he should not be expelled from the Club. The following resolutions were passed unanimously:

"Whereas, Reports have been received by the Trustees of the New Jersey Automobile and Motor Club to the effect that E. R. Thomas, one of its members, was, on the night of August 14, 1908, recklessly and unlawfully driving an automobile through the pub-

lic streets of Long Branch; and whereas, it is the opinion of this board that such an occurrence as it is understood took place on the above-mentioned date is not only detrimental to all users of the highway, but if left unnoticed would tend to bring automobilists in general into disrepute, and whereas this club has placed itself on record as being strongly opposed to such actions, be it resolved that charges be, and they hereby are, preferred against Mr. Thomas, and that he be requested to appear before this board on the evening of Oct. 5, 1908, to show cause why he should not be expelled from membership in the New Jersey Automobile and Motor Club."

Foreign Entries for Grand Prize Race

A definite statement concerning entries for the Grand Prize Race of the Automobile Club of America, to be held at Savannah, Ga., on Thanksgiving Day was given out on Wednesday by the publicity firm of Mills & Moore, acting on behalf of the A. C. A. It revealed the fact that six actual entries of foreign cars are in hand and that thirteen more (also foreign) are in prospect. All these are cars that competed in the French Grand Prix last Summer.

Of the six entries so far received three were completed Wednesday by the Kaiserliche Automobile Club, who forwarded to the Automobile Club of America signed entry blanks. Benz & Cie, Rheinische Gasmotoren Fabrik, Aktiengesellschaft, makers of the Benz car, have nominated Victor Hemery, Rene Hanriot and Fritz Erle as drivers.

The cars are of 155 mm bore and weigh 1225 kilograms, and are the same cars which competed in the Grand Prix at Dieppé. Hemery is well

known in America having won the 1905 Vanderbilt at the wheel of the Darracq; while Hanriot is well known as another former Darracq pilot.

The entry of the three Benz cars was a complete surprise to the Contest Committee of the Club, as former advices had only mentioned the entry of one car.

The Automobile Club of Italy has also completed the entry of the three Fiats, the drivers of which will be Nazzaro, Wagner and the Brooklyn boy, Ralph de Palma.

Entries are also assured, it is stated, of thirteen more cars, although as yet they have not been completed by the International Clubs of their respective countries. From France will come a Clement-Bayard, two Renaults, two De Dietrich, one Motobloc and two Panhards. Italy will have, besides the three Fiats already entered, two Italas and one Isotta, while Germany will also be represented by two of the three Mercedes which competed in the Grand Prix.

Will Repeat 24-Hour Race October 2-3.

Pleased with the success of last week's 24-hour race at Brighton Beach track, New York, the Motor Racing Association will repeat the event on October 2 and 3. There will be an afternoon of short distance racing on October 1, followed by the twice-around-the-clock contest begin-

ning that evening. It is thought that practically the same number of cars will start as did last week.

An added event will be a \$1,000 sweepstakes, participated in by seven cars. These will be a Lozier, Renault, Thomas, Simplex, Fiat, Stearns & A-K.

Scenic Route Tour is Off

The Fall tour of the Automobile Club of America, which was to have started September 29th and proceeded over the Scenic Route, in New England has been called off until Spring.

It was found that a number of the hotels along the route would be closed, and thus proper accommodations would not be obtainable. The prospects of a large spring entry list are good.

The Targa Bologna Race

The race for the Targa Bologna, which took place September 7th, failed to attract as numerous an attendance as did that for the Florio Cup, which occurred on the day preceding, and the results of which have already been given in these columns.

Of the sixteen competitors that started, but five finished, and in the following order: 1, Porporato (Berliet), French, in 4 h. 56 s. 2, Appendino (S. P. O.), Italian, in 4 h. 14 m. 5 s. 3, Buzio (Franco), Italian, in 4 h. Italian, in 4 h. 43 m. 45 s. 5, Maggioni (Zust), Italian, in 5 h.

There were five mishaps, only one of which was of a serious nature. Signor Florio's Darracq, driven by Ravetto, ran into a fence and both Ravetto and his assistant were thrown on the road and sustained bad injuries. Medical assistance was secured at once, thanks to the Red Cross, which had posted attendants all along the route. Vaccari's car was overturned in a ditch; Tamagni had a "panne" at Recovato and abandoned the race; Parran suffered a "panne" at San Giovanni; and Cariolato had his car burned.

Aerial Navigation Association Formed

According to *L'Auto*, an association for aerial motor navigation has just been formed at Berlin. It proposes to construct auto balloons of all systems, to organize stations and garages, and determine the routes to be followed.

The members are divided into three classes—honorary, life and active. Each member will be entitled to one aerial voyage a year. If he pays 20 marks (about 48 cents) he will be entitled to a voyage of 12 miles. In measure as his contribution increases, the larger will be the voyage to which he is entitled. If he pays 300 marks

(about \$71) he may take a dirigible balloon trip of 458 miles, either at one time or at different times. It is hoped to regulate the cost in such a way that the price of a voyage may be fixed at about a cent a mile.

The association, of which Herr Martin, ex-counsellor of State, is president, intends to establish branches everywhere. According to calculations made by Count Zeppelin, a capital of one million marks (\$238,000) is sufficient to organize a line of dirigible balloons, say between Berlin and Copenhagen.

An Appreciation

One automobile paper, and one only, treated fairly and on its merits as news matter the recent 24-hour race promoted by the Motor Racing Association and held at the Brighton Beach, N. Y., track September 11th and 12th. This fact has led the Association to pass resolutions of thanks, in which it expresses its appreciation of *Automobile Topics'* action. Secretary Walter C. Allen of the Motor Racing Association puts the matter in this form in a letter

to E. E. Schwarzkopf, President of *Automobile Topics*:

"I am writing this letter in my capacity as secretary of the Motor Racing Association. It was resolved, at a meeting of this organization held yesterday, to send you this letter of thanks for your gratuitous services and assistance at the recent successful motor meet, held at Brighton Beach, and I am instructed also to thank you for the publicity given in your paper, not only to the race, but for so clearly setting forth the reasons for the organization of this trade racing association."

New York Tradesmen Have a Jolly Outing

The two-days' pleasure jaunt of the New York tradesmen, which was jocularly termed a "mechanical efficiency test," came to an end Thursday night, September 17, at the clubhouse of the Automobile Club of America, when about 30 of the 41 cars that started the previous day completed their journey. The route covered was a circuit of Long Island, and an incident of the run was a night spent on the steamer *Shinecock*, which had been selected owing to the absence of hotel accommodations at the eastern end of the island. A fresh

while there was an absence of bothersome rules.

On the first day the cars were informally started from Columbus Circle, New York, at 7 a. m., but the formal start was made from Bay Ridge, at the Crescent A. C. headquarters. The day's route took the participants about 150 miles on the south side of Long Island, with checking stations at Lynbrook, Blue Point (noon stop), Southampton and Montauk Point.

The roads were in perfect condition and the cars were able to make good



STARTING FROM COLUMBUS CIRCLE, NEW YORK

breeze and a heaving sea united to cause much discomfort to those members of the party whose stomach were not of the strongest, and made the night a memorable one. The run itself had many of the characteristics of a go-as-you-please, and the fact that the wrong roads were taken on many occasions added to the varied interest of the occasion. The 41 cars contained about 175 people, who enjoyed themselves to the utmost, the weather being ideal.

running time. After the cars had passed Amagansett the road became terrible; what had been macadam was now two ruts worn in the sands, in which the wheels of the cars had to be guided. The section of the country west of Amagansett was flat and easy going, but the fifteen miles between Amagansett and Montauk was a continuous chain of sand dunes through which the cars had to plough their way. Notwithstanding the good condition of the



READY TO BLAZE THE WAY

roads, tire trouble was experienced by many in the early stages of the run.

A large number of the contesting cars went off the right road on the way from Amagansett to Montauk, and were lost among the sand dunes. At a meeting of the committee on the first night it was decided that the cars that were lost in the sand dunes would not

be penalized as the route was not properly marked.

The owners of the few cars that finished at Montauk with perfect scores protested this ruling and threatened to withdraw their cars from the run, but the committee decided to stand by its ruling.

The cars that attracted the most at-



AT BAY RIDGE—LINED UP FOR THE WORD

tention were Mrs. Cuneo's Glidden tour Rainier, in which were five women.

It was a little before 7 o'clock Thursday evening when the first car, a 30 hp. Stevens-Duryea, reached the A. C. A. clubhouse. After that the cars came in quick succession, and their occupants began to tell of their experiences. The sand which prevails on the eastern end of the Island bothered the contestants a great deal.

After driving around the Montauk Point lighthouse Thursday morning the start for New York was made. A stop for luncheon was made at Riverhead, on the north shore. The route was past Oyster Bay, the last checking station being at Flushing. The two women contestants, Mrs. Cuneo in a Rainier and Mrs. Ramsey in a Maxwell, came through without trouble.

Entries, with their drivers, follow:

Cadillac, E. H. Brandt; Maxwell, F. O. Hinhauser; Maxwell, C. D. Kelsey; Mora, W. W. Burke; Reo, R. M.

Owen; Rainier, Mrs. Joan N. Cuneo; Rainier, L. A. Disbrow; Mitchell, C. A. Kirchhof; Apperson, Sidney B. Bowman; Reo, J. W. Gogan; White, Chas. Lowd; Chalmers-Detroit, Wm. Knipper; Olds, F. G. Falberth; Stevens-Duryea, Carl Reichenbach; Zust, V. P. Pisani; Acme, J. W. Mears; Ford, Frang Dunnell; Rozier, C. A. Emise; Stevens-Duryea, Frank Eveland; Mitchell, O. R. De Lamater; Lancia, C. H. Tangeman; Stevens-Duryea, L. Young; Locomotive, H. C. Townsend; Locomotive, P. J. Johnson; Brush, W. W. Price; Stoddard-Dayton, A. H. Whiting; Mitchell, W. D. Brown; Stearns, E. S. Partridge; Pullman, Paul Cimoto; Haynes, W. E. Shuttleworth; Oldsmobile, W. J. Wyatt; White, Eugene Bofinger; Knox, Daniel Sheehan; Stevens-Duryea, C. M. Louthier; Acme, W. R. Bross, Jr.; Stoddard-Dayton, R. Newton; Maxwell, Mrs. J. R. Ramsey; Autocar, Frank A. Burrelle; Lozier, H. M. Cashbrunt; Lancia, Harry Fosdick.

The Biggest of all Graft Games

The honor of having the biggest and (in prospect) most lucrative graft game affecting motorists belongs to New Jersey, and the Automobile Club of America has been instrumental in tracking it down and exposing it. The game possessed prodigious possibilities and opened up visions of wholesale graft that runs into thousands of dollars. It was being industriously worked at the time of its discovery, although it was scarcely fully under way.

How the discovery was brought about was this: A friend of a member of the A. C. A. received a letter from Manfred Naar, whole letter head bears the words, "Justice of the Peace," and whose place of business is at Trenton, N. J. The letter, which was a process affair, with the name filled in, informed the recipient that a complaint for speed-

ing had been lodged against him, and that the case would be called at a certain date. If no appearance was made, it said, judgment would be entered.

From the investigation that followed it developed that these notices were being sent out in wholesale fashion, a careful estimate showing that 700 was the total to date. It was found that Justice Naar had turned over to the State Motor Vehicle Department the proceeds of 117 fines, ranging from \$25 to \$1, and totalling \$549. The costs in the cases, which went to the justice and his constables, aggregated \$438 more—a pretty fair beginning.

The A. C. A. will be glad to have all motorists who have received these notices communicate with it, as it desires to take the matter up and put a stop to the graft game.



Records Fall at Brighton Beach 24-Hour Race

Order of Finish

Position	Car	Driver	Miles
1	Lozier	Mulford	1,107
2	Lozier	Michener	1,092
3	Fiat	Parker	1,074
4	Stearns	Laurent	1,050
5	Simplex	Robertson	1,029
6	Allen-Kingston	De Palma	1,027
7	Acme	Strang	976
8	Thomas	Roberts	955
9	S. P. O.	Juhasz	635
10	Garford	Vantine	387

In a race that for its freedom from the happenings that detract so much from almost all automobile track contests has never been equalled in the annals of the sport, first and second places in the 24-hour event at Brighton Beach track, New York, on September 11 and 12, were captured by American cars of the same make—the Lozier. One, a 50 h. p. six-cylinder car, driven by Mulford and Cobe, covered 1,107 miles, breaking the former record for the distance, 1,079 miles, made by M. G. Bernin driving a Renault car on the Morris Park track in the fall of 1907. The second car, also a Lozier, driven by

Michener & Lynch, clipped 13 miles off the former record, its distance being 1,092 miles; while four other cars—a 40 h. p. Fiat, 60 h. p. Stearns, a 50 h. p. Simplex, and a 40 h. p. Allen-Kingston—were well in excess of the 1,000 miles mark and two others—a 45 h. p. Acme and a 40 h. p. Thomas were close to this figure. Most remarkable of all, ten of the eleven cars that started were still running well when the race came to an end and the eleventh, a Renault, was put out of the race by a collision.

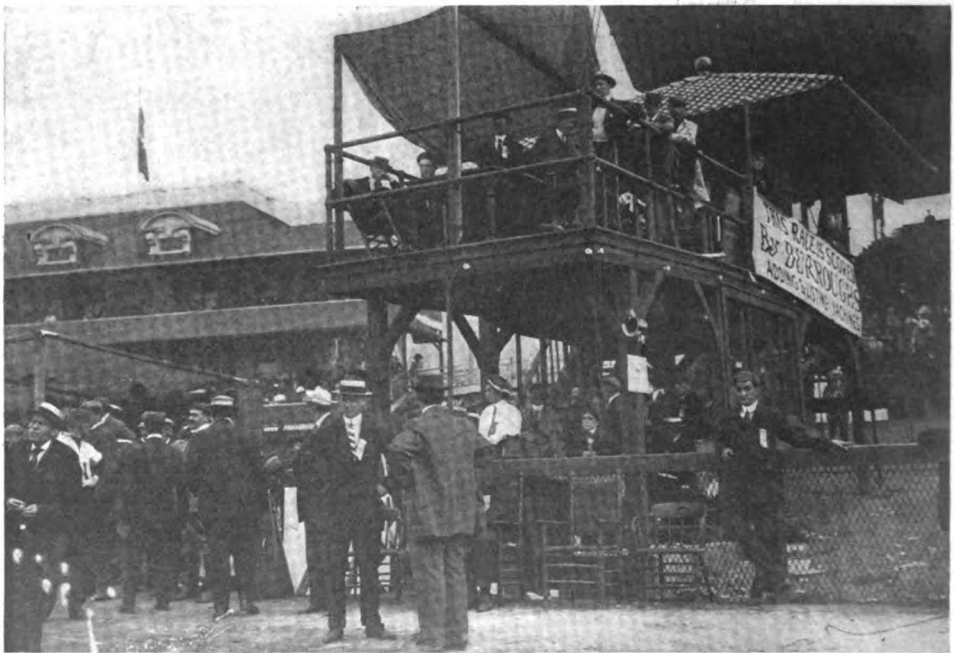
The distances covered were not the only records made. For completeness of arrangements, forwardness of pre-

parations and perfection of management the event sets a mark that will stand for a long time; and the promoters, the Motor Racing Association, were rewarded for their efforts by having a bumper gate—an attendance that began well on Friday afternoon when the short distance events were run, swelled to wonderful proportions in the evening and advanced to the prodigious in the afternoon and evening of Saturday. Having ventured much, President C. F. Wyckoff, of the M. R. A., and his associates, reaped a rich and well deserved harvest.

As the gathering of spectators increased steadily throughout the twenty-four hours, so the race itself grew in interest and became more exciting as the hours passed. At first there were many changes among the leaders, the Loziers jumping to the front in the first time around the clock, one of them holding it at the end of the second hour

and then giving way to the Simplex. The latter made the pace during the third, fourth, fifth and sixth hours, but the cracking of a cylinder forced it back. The Allen-Kingston then took up the running and held the lead for three hours, when the Lozier No. 2 went to the front on the tenth hour, and was never dislodged. At the sixteenth hour it was joined by the Lozier No. 1, and the two swept around the course together until the end. The Fiat, which had been in second place at the end of the tenth hour dropped to third on the sixteenth, where it stayed.

For an organization that has been in existence only a few months, and which was without the services of most of the experienced race officials, the Motor Racing Association achieved the marvellous. There was not a hitch or a mix-up. The track was in good condition until it wore on the turns under the constant pounding of the eleven



WHERE THE OFFICIALS WERE LOCATED

contesting cars; and it was oiled so that scarcely any dust arose to blind the drivers or to annoy the spectators. The training quarters, located in the infield, a short distance from the starting point of the race, were models. So separated that there was no clashing or interfering between the different contesting crews; each had its little wooden platform for the car, with its array of lights, assortment of tools and supplies, its roped-in enclosure and its tent for the accommodation of the relief drivers. The ambulance tent, with its

that they gave forth scarcely a sound to indicate that there was machinery.

Aside from this perfection of arrangement the two features of the race were the enormous attendance and the evenness of running of the foremost contenders. The publicity end of the event was well looked after. Judicious and intelligent advertising and well planned publicity notices kept people informed of the fact that there would be a race, and as a result there was an outpouring that astounded everybody. The spectators came early



THE START

Red Cross sign, was in readiness but fortunately had only one accident case to look after—that in which Sartori and Shoenick, the driver and mechanic of the Renault entry, collided with the S. P. O. and turned turtle; although badly shaken up and bruised both men are doing well.

Over in the officials and press stands the same system and orderliness prevailed, while in the club house, where the meals were served to the officials, pressmen, contestants and a motley gathering of visitors of both sexes, the same foresightedness was evident. It was all machine-like; and so well were the wheels, levers and bearings oiled

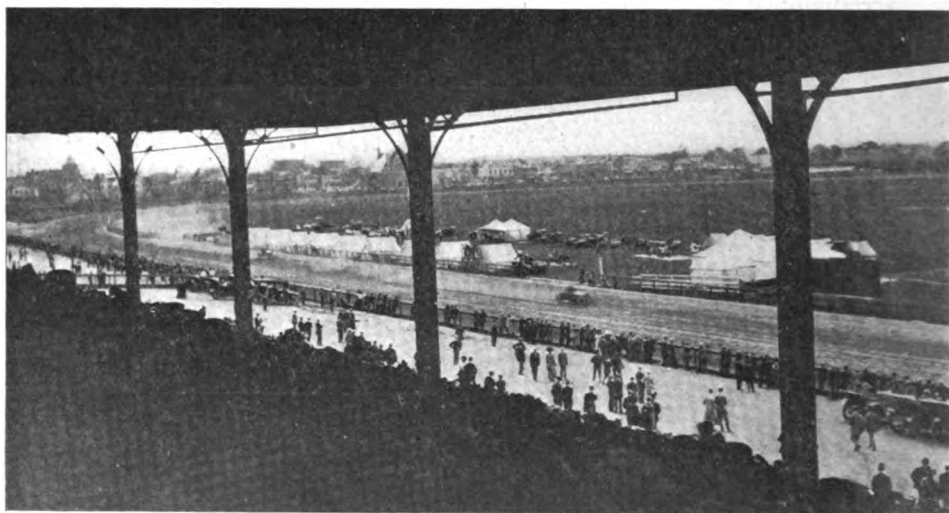
and stayed late; at 10 o'clock Friday night the grand stand was completely filled, the 50 cent stand was two thirds full and hundreds of people stood in front of the stands and along the rail or sat in cars and watched the procession of swiftly moving cars go by. At midnight there was no noticeable dwindling of the crowd; and even in the early morning, when all except the all-night habitues had gone home, there were several thousand people present. Saturday morning the tide of race goers set in; they came in automobiles, in trolley cars and some on foot, and as the day advanced the incoming crowd became greater, until by lighting-up

time the stands were full to overflowing. It is estimated that 22,000 people were present early Saturday evening, and the calculation is rather under than over the actual number.

No more perfect weather could possibly have been vouchsafed than prevailed during the race. Friday afternoon was threatening and rain seemed imminent. The clouds passed by, however, the stars and the moon came out and the dangers was over. It was

front for the first two hours. Then George Robertson in his Simplex set a tremendous pace, and an exciting contest with the two Loziers ensued. Mulford and Robertson took the lead from one another about every five miles. Robertson was in front at the third hour, and had equaled the world's record, but the Allen-Kingston had supplanted the two Loziers and was chasing the Simplex hard.

With the Simplex still leading the



THE GRANDSTAND BY MOONLIGHT

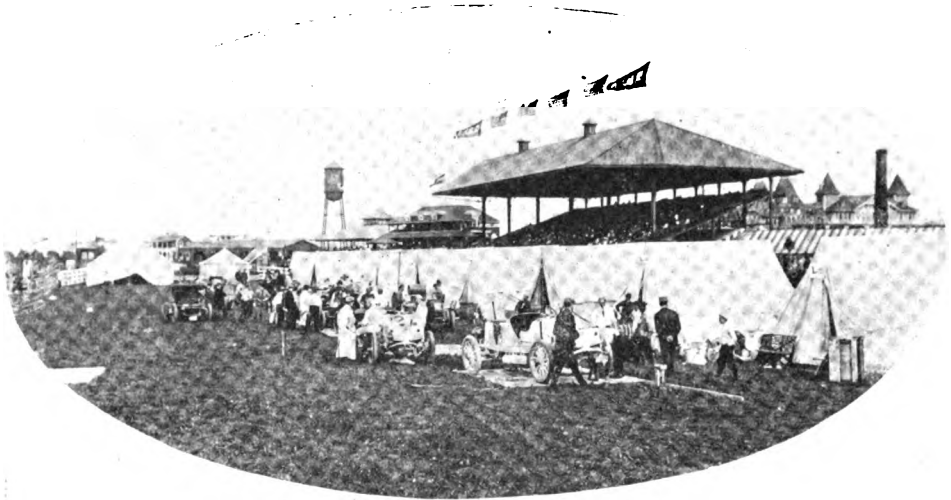
balmy weather, too, and hundreds of people sat out in the stands or in cars all night long. The club house was favored by a few officials, but the presence of an active and variagated assortment of mosquitoes drove them from their cots into the open air.

The race was scheduled to start at 8 o'clock, but it was delayed until 8.30 to allow more lights to be put around the track. The start was a good one, and with the exception of the Allen-Kingston all the cars got away promptly. The latter experienced some minor trouble which delayed it for about three minutes.

There were several cars well up in

world's record was again equaled in the fourth hour, with De Palma only a mile behind and Michener racing a mile behind him. Then Robertson opened up and drew away from the others, beating the record for five hours by eight miles. Michener passed De Palma and was also two miles ahead of the record. For the sixth hour the same breakneck speed was maintained, the Simplex still eight miles ahead of the record, but the Allen-Kingston was back in second place, with Mulford leading Michener.

The Renault went out in the second hour, when it collided with the S. P. O. As a result of the accident the S. P. O.



IN THE THICK OF THE TRAINING CAMPS

was off the track for four hours, when it resumed the race and went consistently till the end.

The hard pace told at the end of the sixth hour, when the Simplex overheated and cracked a cylinder. This delayed the Robertson mount for several hours while the engine was being repaired. The others took full advantage of their opportunity, and the Allen-Kingston, which led at the seventh hour, was sixteen miles ahead of the record, with the six-cylinder Lozier four miles ahead of it. The Stearns was in third place and Fiat and Michener's Lozier less than a mile behind. The A.-K. held the lead for three hours, then it, too, succumbed. It was 18 miles ahead of record at the eighth hour and 15 at the ninth, when it had to retire for repairs. Mulford was 8 miles ahead of the old mark on the tenth hour and Fiat 5 miles. While both were still ahead at the eleventh Michener began to find his pace then and was chasing the Fiat hard when the twelfth hour had passed. For three hours more this order was maintained.

On the sixteenth hour the Fiat, which had lost much time during the night on

account of trouble with its lights, met with two tire accidents and gave way to Michener, the two Loziers taking a big lead. Mulford on the seventeenth hour had 22 miles lead on his team mate, who had opened up ten miles on the Fiat. Stearns and A.-K. were fighting it out 25 miles behind the Fiat.

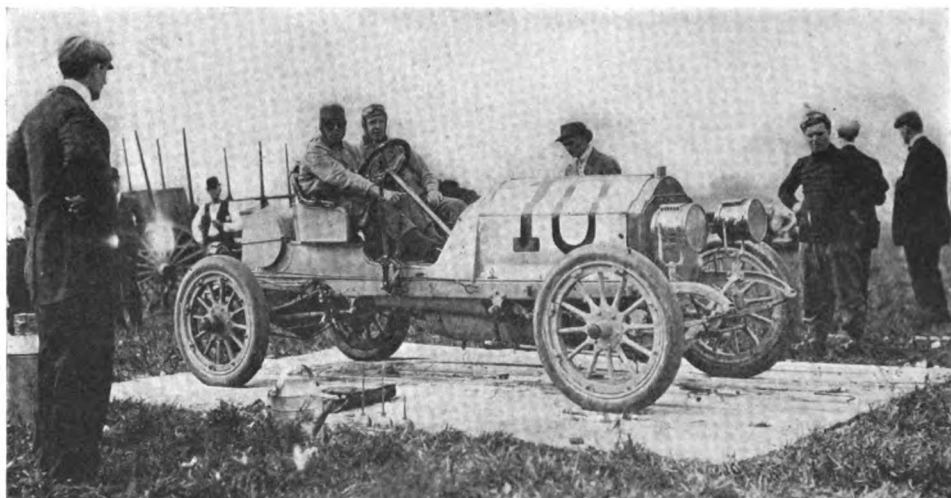
The Simplex made a sensational effort in the seventeenth and eighteenth hours' running, Robertson set a terrific pace. He rolled off mile after mile in 63 and 64 seconds, and in spite of the roughness of the track after its long pounding of the cars, took the corners at breakneck speed.

Robertson's speeding had its inevitable effect. His repeated passing of the various cars started all the others following him, and, in spite of the danger of darkness and the roughened track, they all averaged close to 50 miles an hour. The Allen-Kingston was the first to weaken in this speeding, and it lost 15 miles on the Stearns, with which it had been even, while the Simplex was within 19 miles of it. Mulford maintained his lead to the end.

Record breaking was the order throughout. From the third hour on

every hourly record was excelled, often not by one, but by two, and even three cars. The single hour record for the race went to George Robertson on the Simplex when he made 54 miles in the nineteenth hour. His preceding hour, 51 miles, also gave him the two-hour record, 105 miles. He ran 245

ed until the car had fallen way to the rear. When the car finally got going, however, it demonstrated that it possessed plenty of speed, and from the applause given Strang it was evident that his road record of this season is greatly appreciated. The Garford had considerable trouble. In the fourth



A TYPICAL TRAINING CAMP

miles in five hours at the wheel. The Lozier led from the tenth hour and was never really in danger.

Despite the Lozier success the individual honors went to George Robertson and the Simplex. His dare-devil sprinting in the last third of the race captivated the crowd, and each time he passed the grandstand he was lustily cheered. In point of regularity the two Loziers, the Thomas and even the S. P. O. were remarkable, a fact greatly appreciated by the onlookers. The Allen-Kingston showed some splendid bursts of speed and put up an excellent race throughout. Strang's Acme car unfortunately developed trouble early in the race and it steadily fell behind. The car broke its pump in being driven from the factory to the track, and the source of the trouble was not discover-

ed until the car had fallen way to the rear. When the car finally got going, however, it demonstrated that it possessed plenty of speed, and from the applause given Strang it was evident that his road record of this season is greatly appreciated. The Garford had considerable trouble. In the fourth

hour it stopped and an entire new engine was put in.

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An interesting card of preliminary events was run off on Friday afternoon and they were enjoyed by a crowd conservatively estimated at about 5,000 people. There were two 5-miles races, a 10-mile race, a time trial and a 50-mile race. The summaries follow:

Five miles, open to \$2,001 to \$3,000 gasoline stock cars—P. & S., driven by Ray Howard, first; time, 5:17 4-5.

Time trials—1st mile, DePalma in Fiat Cyclone, 55 1-5s; 2nd mile, 54s.

Ten miles, for stock classis, \$4,000 and over—Stearns, driven by Laurent Grosso, first; time, 10:51 2-5.

Five mile matched race—Fiat Cyclone, driven by Ralph DePalma, first; time, 5:11 1-5.

Fifty-miles free-for-all—Stearns, driven by Laurant Grosso, first; time 55:08.

Wilbraham Hill a Good One

With its 21 events, providing trials for all classes of automobiles, the Springfield (Mass.) Automobile Club's hill-climbing contest, held September 11 on Wilbraham Hill, was a very successful affair, despite the fact of one accident, which fortunately was not attended with fatal results. The accident, which added very materially to the excitement of the affair, was in one of the regular scheduled events. Peter Robinson in driving his big Stevens-Duryea car up the hill at a record-breaking pace lost control of it when about half-way up, and the car was quite seriously damaged. Robinson sustained only a broken arm.

Wilbraham Hill, on which the climb was held, is part of a road on the Wilbraham Mountain, which branches off the main highway between Wilbraham and Monson, and is about midway between these two towns. Before the grade is reached there is a level stretch of about 200 yards, which enabled the cars to get a good start. The hill is exactly one mile long, with an average grade of $8\frac{1}{2}$ per cent. The steepest grade is about 22 per cent., a few hundred yards from the finishing point. To an AUTOMOBILE TOPICS man Starter F. J. Wagner, who was a very important factor in carrying the Springfield climb through to success, stated that in his opinion, Wilbraham Hill, next to Giant's Despair at Wilkesbarre, was the best grade in the country for automobile climbing tests.

The events were very spirited, and the lion's share of the honors went to Stevens-Duryea cars. These cars won seven firsts and a third. The Buick, driven by Bob Burman, got two first and a third out of the day's sports. One of the biggest classes of the day competed in event 3, which was won by the Stevens-Duryea.

The most interesting events, of course, were the free-for-all races. In both classes there was a large entry. When the Stanley steamer started in the last class a record was looked for, but by this time the road was pretty badly dug up and no new time was made.

The winners for the day and the places won by them were: Stevens-Duryea, seven firsts, one third; Knox, four firsts, six seconds, one third and a fifth; Buick, two firsts and two thirds; Bailey, one first, two fourths and a sixth; Cameron, one first and a second; Jackson, one first; Atlas, one first; Middleby, one first and a third; Stanley, one first and a second; Chalmers-Detroit, one third and a fourth.

Following are the summaries:

Event 2, 40.1 to 60 h. p.—Won by 56 h. p. Stevens-Duryea, driver, Robinson; time, 1:10 1-5.

Event 3, 24.1 to 40 h. p.—Won by 36 h. p. Stevens-Duryea, driver, Hancock; time, 1:22 3-5. Second, 30 h. p. Knox, driver, Dennison; time 1:35 2-5. Third, 34 h. p. Buick, driver, R. Burman; time 1:35 3-5. Fruoth, 40 h. p. Chalmers-Detroit, driver, Orndorff; time 1:35 4-5. Fifth, 38 h. p. Knox, driver, Bourque; time, 1:37 3-5. Sixth, Bailey, driver, Bailey; time, 2:26 2-5.

Event 4, 15.1 to 24 h. p.—Won by 16 h. p. Buick, driver, R. Burman; time 2:14 3-5. Second, 22 h. p. Cameron, driver, Cameron; time, 2:15 1-5.

Event 6, \$850 and under—Won by 16 h. p. Cameron, driver, Cameron; time 2:24 3-5. Second, Middleby, driver, Smith; time, 5:17 1-5.

Event 7, \$851 to 1250—Won by 22 h. p. Buick, driver, R. Burman; time, 2:12 4-5. Second 16 h. p. Cameron, driver Cameron; time 2:17. Third, Middleby, driver, Smith; time, 3:41 4-5.

Event 8, \$1251 to \$2000—Won by 24 h. p. Jackson, driver, E. P. Blake; time, 2.01 4-5. Second, 24 h. p. Cameron, driver, Cameron; time 2:13 1-5.

Event 9, \$2000 to \$3000—Won by 38 h. p. Knox, driver, Bourque; time 1:26 3-5. Second, 30 h. p. Knox, driver, Dennison;

time, 1:35 2-5. Third 40 h. p. Chalmers-Detroit, driver, Orndorff, time, 1:47 2-5. Fourth, Bailey, driver, Bailey; time 2:25 2-5.

Event 10, \$3001 to \$4000—Won by 36 h. p. Stevens-Duryea, driver, Hancock; time, 1:23 2-5.

Event 11, \$4000 and over—Won by 54 h. p. Stevens-Duryea, driver, Robinson; time 1:10.

Event 12, cars with piston area of 50 square inches—Won by 34 h. p. Atlas, driver, Ruggles; time, 2:34 3-5. Second, Bailey, driver, Bailey; time, 4:00 2-5.

Cars with piston area of 50 to 65 square

Second, 30 h. p. Knox, driver, Hedstrom; time, 1:39 3-5.

Free-for-all, record trials—Won by 30 h. p. Knox, driver, Dennison; time, 1:09 3-5. Second, Stanley, driver, Baldwin; time, 1:11 2-5. Third, 48 h. p. Knox, driver, Basle; time, 1:12.

Motor cycles, 30.5 cubic inches and under—Won by 40 h. p. Indian, Gustavson; time, 1:24 1-5. Second, 4 h. p. Indian, Kellogg; time 1:29 2-5. Time, 4 h. p. Indian, Lake; time, 1:50.

Motor cycles, 61 cubic inches and under—Won by 4 h. p. Indian, Kellogg; time, 1:03 4-5. Second, 7 h. p. Indian, Gustav-



AT THE FINISHING POINT

inches—Won by 30 h. p. Knox, driver, Dennison; time 1:40. Second, Cameron, driver, Cameron; time, 2:11 2-5. Third, Buick, driver, R. Burman; time, 2:12 2-5. Fourth, Bailey, driver, Bailey; time, 2:40.

Cars with piston area of 65 to 90 square inches—Won by 36 h. p. Stevens-Duryea, driver, Hancock; time, 1:18 3-5. Second 38 h. p. Knox, driver, Bourque; time, 1:28.

Cars with piston area of 90 square inches and over—Won by 54 h. p. Stevens-Duryea, driver, Robinson; time, 1:09 4-5.

Free-for-all, gasoline cars—Won by 48 h. p. Knox, driver, Basle; time, 1:08. Second, 38 h. p. Knox, driver, Bourque; time, 1:09 4-5. Third 36 h. p. Stevens-Duryea, driver, Hancock; time, 1:16 1-5.

Free-for-all, gasoline stock cars—Won by 36 h. p. Stevens-Duryea, driver, Hancock; time, 1:22. Second, 30 h. p. Knox, driver, Dennison; time, 1:36 3-5.

Club championship—Won by 30 h. p. Stanley, driver, Knudson; time, 1:23 4-5.

son; time, 1:09 2-5. Third, 7 h. p. Indian, Lake; time, 1:13 2-5. Fourth, 7 h. p. N. S. U., Shotwell; time, 1:23 2-5.

Motor cycle, record trials—9 h. p. Indian, Res Rochers; time, 1:07 1-5 and 1:11 1-5

For Exhibitors at Madison Square Garden

The floor plans, application for space and rules and regulations for the Ninth National Automobile Show to be held at Madison Square Garden, January 16th to 23rd have been issued in an attractive pamphlet. The spaces devoted to exhibits are outlined in colors in the diagram and drawn to scale. A perforated blank application is given, so that it may be filled in and then torn out. The rules and regulations governing exhibits follow in paragraph form with appropriate headings.

The Number of Automobiles in France in 1908

The following table, from *L'Auto*, shows the number and distribution of automobiles in France in 1908 and 1907. From this it will be seen that the number of motor vehicles in that country has jumped from 31,286 in 1907 to 37,586 in 1908, say an increase of 6,300, and further, that there has been an increase in all the departments without exception. With the department of the Seine, which alone possesses about a quarter of the total number of the automobiles in France, the increase is very marked, 1,300 new motor vehicles having come to swell the large number that already existed. Such increase, however, must be attributed in part to the autobuses and automobile hacks. Nevertheless, the proportion of increase reaches about 20 per cent.

A fact which is of nature to interest French manufacturers is that the largest increase in the number of motor vehicles has occurred in those departments in which automobilism is the least developed. Thus, after Corsica, which shows an increase of 150 per cent., may be mentioned Lozere, which possesses 24 automobiles, say 8 more than in 1907, an increase of 50 per cent.; the department of Hautes-Alpes, which has 38, say 9 more than in 1907, an increase of 33 per cent.; that of Basses-Alpes, which has 42, and shows an increase of 33 per cent.; that of Cantal, which has 56, and shows an increase of 50 per cent., etc.

Departments	Automobiles	
	1908	1907
Ain	249	199
Aisne	566	464
Allier	368	309
Alpes (Basses).....	42	31
Alpes (Hautes).....	38	29
Alpes-Maritimes	628	542
Ardèche	174	145
Ardennes	265	129
Ariège	56	43
Aube	465	381

Departments	Automobiles	
	1908	1907
Aude	269	240
Aveyron	97	79
Bouches-du-Rhône	886	797
Calvados	379	3-9
Cantal	56	37
Charente	278	229
Cher	275	232
Corrèze	67	48
Corsica	10	4
Côte-d'Or	338	293
Côtes-du-Nord	148	113
Creuse	141	107
Dordogne	229	190
Doubs	331	285
Drôme	242	199
Eure	673	564
Eure-et-Loir	365	318
Finistère	230	172
Gard	314	291
Garonne (Haute).....	269	225
Gers	138	120
Gironde	526	469
Hérault	409	373
Ille-et-Vilaine	291	235
Indre	199	178
Inde-et-Loire	510	403
Isère	426	357
Jura	199	173
Landes	109	81
Loir-et-Cher	360	280
Loire (Haute).....	98	71
Loire-Inferieure	381	322
Loiret	454	398
Lot	62	54
Loe-et-Garonne	258	184
Lozère	24	16
Maine-et-Loire	475	393
Manche	194	154
Marne	747	625
Marne (Haute).....	208	160
Mayenne	178	148
Meurthe-et-Moselle	437	347
Meuse	245	195
Morbihan	129	94
Nièvre	185	170
Nord	1,263	989
Oise	681	550
Orne	286	234
Pas-de-Calais	588	473
Puy-de-Dôme	271	251
Pyrénées (Basses)	262	224
Pyrénées (Htes).....	72	63
Pyr-Orientales	157	135
Belfort (Terr. de).....	107	96
Rhône	1,019	858

AUTOMOBILE TOPICS

Departments	Automobiles		Departments	Automobiles	
	1908	1907		1908	1907
Saône (Haute).....	221	169	Tarn	194	171
Saône-et-Loire	459	373	Tarn-et-Garonne	82	54
Sarthe	445	370	Var	255	239
Savoie	109	97	Vaucluse	300	262
Savoie (Haute).....	80	62	Vendée	168	137
Seine	8,106	6,802	Vienne	267	207
Seine-Inférieure	1,223	978	Vienne (Haute)	228	163
Seine-et-Marne	787	672	Vosges	383	319
Seine-et-Oise	1,813	1,549	Yonne	392	321
Sevres (Deux)	185	156			
Somme	653	581			
				37,586	31,286

Much Demand for Show Space

That automobile and accessory manufacturers are thoroughly alive to the fact that automobile shows are great business getters, is amply evidenced by the number of applications for space being received at the headquarters of the American Motor Car Manufacturers' Association, under whose auspices will be held the Ninth International Automobile Show, Grand Central Palace, New York, December 31 to January 7.

"At no time in the history of automobile shows has there been demonstrated such enthusiasm by exhibitors and as early a rush to file applications for space as this year," says H. O. Smith, chairman of the American Mo-

tor Car Manufacturers' Association's Show Committee.

"To the careful observer this demonstrated two important things—that manufacturers get big returns exhibiting at shows, or else this unusually early demand for space would not take place; and second, the manufacturers have great faith in the future of the industry. I look for a record-breaking show in the Palace this year, not only from the increase of exhibitors, but an unusually large attendance of automobile buyers. Every effort will be made to accommodate all who apply before October 1. The show is open to makers of cars, parts and accessories."

Coming of the Tire Millenium

The modern motor vehicle literally rides on air—that contained in the pneumatic tire. As you add weight you should increase the amount of air by using tires of larger size. Larger tires cost more money and frequently makers and users, following a short-sighted policy, "economize" by fitting tires too small for the purpose. It is this tendency that E. H. Broadwell, of the Fisk Tire Company, had in mind when he said recently:

"If ever the time comes when at least 60 per cent. of the automobilists will realize that it means economy in every way, as well as comfort, to use large

tires and keep them properly inflated, I will think that the millenium has arrived. At present the tire maker has to construct his goods so as not only to meet the natural exigencies of travel, but to discount as well the ignorance of the user who will neglect his tires at his own expense. A tire of proper size not only saves itself, but saves the wear and tear on the car, and a five-inch tire on a heavy touring car is not only an economy in the end over one of four and a half inches, but it need not be pumped so hard in proportion and is therefore much more comfortable for the passengers."

ISOTTA FRASCHINI Is First

Isotta wins Savannah Stock Car Race of 342 miles, averaging 50 miles per hour.

Isotta wins Briarcliff Stock Car Race of 260 miles, averaging 49 miles per hour.

Isotta wins Lowell Stock Car Race of 250 miles, averaging 53.6 miles per hour.

Three Straight Wins Reliability and Speed

ISOTTA IMPORT CO., 1620 Broadway, New York

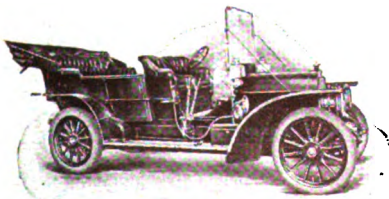
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Write for complete catalogue and book of customers' letters. How well we have succeeded in building the best motor car in all the world is told by our customers themselves who, as a class, are the most prominent men of affairs in this country.



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COIL
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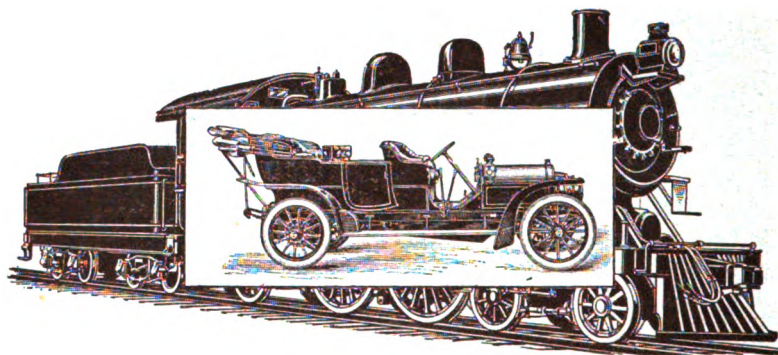
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Mention "Automobile Topics" when writing.

ANNOUNCEMENT



American Locomotive Car

The American Locomotive Company announce the amicable termination of their contract with I. Berliet, of Lyon, France, under which, for three years, Berliet cars were built at the Providence, R. I., factory.

Henceforth the output of the company will be known as American Locomotive cars, cabs, etc. The type and design of the cars will remain the same and the distinctive quality which they have created will be maintained. The change consists of dropping the French name and ceasing to pay royalty. Elsewise the Locomotive Car will continue to be

A COMPOSITE OF SUPERIORITIES

For 1909, pleasure cars will be made in four models, with prices as follows:

Six cylinder	60 h. p.	touring car,	\$6000
Four "	40 h. p.	" "	5000
Four "	22 h. p.	town car	4500
Four "	16 h. p.	cab	3350

The three larger models will be supplied with close-coupled, tourabout or run-about bodies when specified. Closed bodies for the touring car chassis, \$500 extra.

Touring cars are quoted fully equipped, including top, extra seats, trunk rack, tire brackets, foot and coat rails, etc.

It was a demonstrating car that had been used about the factory that made the fastest lap and won second place in the Lowell road race, after casting six tires and travelling two laps on a bare rim.

THE LOCOMOTIVE CAR: "It Stays New"

AMERICAN LOCOMOTIVE COMPANY

Factory, Providence, Rhode Island

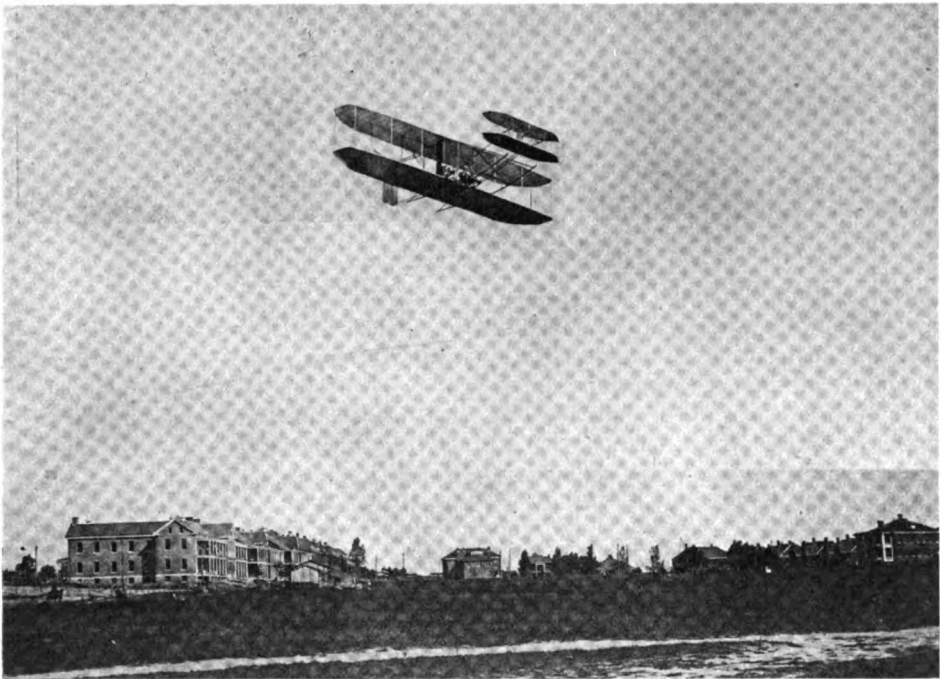
1886 Broadway, New York

Mention "Automobile Topics" when writing.

one else on this subject. They had it all worked out years ago, but they waited until they were absolutely cracksure before they made any public show of their machine. That's why I admire them. Look at him there now coming up the field. Wouldn't that put life into you, man? Look at him turn.

success; it takes too much power and has no speed."

Of the government officials who are now taking an interest in Wright's experiments, many of whom have asked to be taken up on some future flight, are Secretary Straus, of the department of Commerce and Labor; Secre-

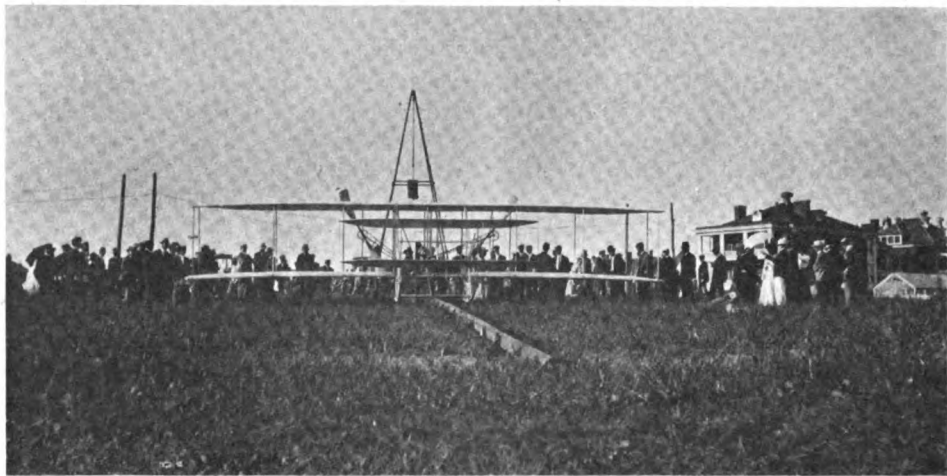


IN FLIGHT AT FORT MEYER

He's ahead of the world, he is."

Among the other notable visitors at the Wright exhibitions has been that celebrated scientist Octave Chanute. In speaking of the flights he said: "I think they have fully conquered the problem of the air, although, of course, there will be many other types of machines, and the ultimate type I expect to see able to rise in the air from any place and without a track—possibly something in the nature of a helicopter combined with a machine of this type. But the helicopter itself will not be a great

tary Wright, of the War Department; Secretary Metcalf, of the Navy Department; Assistant Secretary Oliver, of the War Department; Lieutenant General Nelson A. Miles, retired; Brigadier General William Crozier, Chief of Ordinance of the Army; Brigadier General Arthur Murray, chief of artillery; Brigadier General Marshall, chief of engineers; Brigadier General William W. Wotherspoon, president of the War College; Colonel Charles S. Bromwell, superintendent of public buildings; Charles D. Wal-



PREPARING TO ASCEND

cott, secretary of the Smithsonian Institution; Lieutenant Commander Cleland Davis, in charge of the wireless telegraph branch of the Bureau of Equipment of the Navy; Lieutenant G. C. Sweet, Dr. H. W. Wiley, chief of

the Bureau of Chemistry of the Agricultural Department; Edward B. Rosea, chief of the Bureau of Standards and Major Fournier, of the French artillery and military attache of the French Embassy at Washington.

The Grand Prix of the Aero Club of France

Somewhat overshadowed by the race for the Coupe Internationale des Aero-nautes, which takes place in Berlin, October 11th, the Grand Prix of the Aero Club of France, which has been fixed for October 4th, in the Tuileries Garden, nevertheless promises to furnish keen competition. The entries received for this long-distance race already number twenty, and the pilots will include several who also are engaged in the Coupe Internationale.

The prizes to be awarded are as follows:

First prize: 1,500 francs. Silver vase offered by the Minister of Public Works and Post Offices; silver medal of the Minister of War; silver medal of the City of Paris; diploma of the

Aero Club of France; silver gilt medal offered by the *Acrophile*.

Second prize: 800 francs. Silver vase offered by the Minister of Public Works and Post Offices.

Third prize: 400 francs. Silver gilt medal offered by the Automobile Club of France.

Fourth prize: 200 francs. Silver gilt medal offered by the Touring Club of France.

Fifth prize: 100 francs. Silver medal offered by the Syndicate of Journals and Periodical Publications. All the cash prizes mentioned above are offered by the Aero Club of France, which will also present a silver medal to the aeronaut who presents the best kept log-book.

PREVENTIVES AND REMEDIES

Judging from the condition of the chains one sees on the average chain-driven car, these very important factors in the transmission system receive much less attention than they deserve. Incidentally this is a telling tribute to the excellence of the modern chain—that it will still give good service, exposed to mud and grit, unlubricated and generally neglected. If a chain does well under these conditions it stands to reason it will do very much better if it has periodical attention, certainly so in the matter of mechanical efficiency and noiseless running. Opinions may vary as to how often chains should have attention. Those of an all-weather car in constant use should be more frequently attended to than those of the fair weather car. Once in every 1,000 miles of running should be the limit in any case. Thorough cleansing of the chain after removal from the chain wheels is the first step, and this should be done in a bath of kerosene. For this purpose a deep metal tray with a wire net partition or grid at three-quarters depth is most useful, as this allows all the grit to fall clear of the chain. A wire brush is also useful for removing caked grease which resists the agitation of the kerosene. After kerosening a final bath in waste gasoline should be given and the chain hung up to dry. For the final lubrication there is nothing to equal a good quality graphite chain grease specially prepared for the purpose. This has to be made fluid at a gentle heat and the chain immersed in it, allowed to drain off, and finally dried free from any surplus. An exposed chain should not be lubricated with ordinary engine or gearbox oil, which is nevertheless often done. Beginners at motor driving may at times be seen going over all the links very carefully with an oil can. The fact is this treatment does more harm than good, as it directly assists in the hard abrasive grit from the road working down into the links and pins on which the rollers turn. On the other hand, a graphite lubricant is ideal for a chain, as it does its work in a dry state and stays where it is most effective, and very little grit can work inside the rollers. Regarding the replacing of the chain on the chain wheels it does not seem to be generally known that an effective and inexpensive tool for hooking

the ends together to enable the bolt to be inserted can be procured from accessory dealers. It is very useful for replacing a chain single handed, and avoids the annoyance of the chain ends slipping out of one's grasp. Finally, the split-pin which safeguards the nut working off the bolt should never be omitted, as the consequences may be disastrous. The chain wheels, previous to re-fixing the chain, will of course require some attention in the way of cleaning and scraping the faces of the teeth. A small amount of powdered graphite dusted on from time to time is all the attention required.

Always advance the spark slowly; gradual retardation is not so important.

Never run with unduly slack chains. If your car has countershaft brakes, remember that they would be useless if a chain were to come off.

That the large ornamental hub caps with which most automobiles are equipped have a purpose, aside from serving as ornamentation, is not known by all drivers. While these caps add to the general appearance of a car, they have also to do with the lubrication of the wheels, and their utility as a reservoir for grease probably is more the reason for their use than is the fact of the attractiveness to the eye. When putting a car in commission, and occasionally, say every month or two, the interval depending on the amount of use the car is given, the hub caps should be thoroughly cleaned out, all the grease and verdigris removed, after which the caps should be repacked. It also is well to clean out the hubs and bearings, washing them thoroughly with gasoline so that dirt and grit will be dislodged. When this has been done, the moving parts should again be lubricated, the hub caps put back in place and the car can be driven without fear of trouble from improperly lubricated axles.

It is not advisable to lubricate fibre band brakes, but if they should become noisy, a little grease makes a better silencer than oil.

SOMEWHAT PERSONAL

Dr. and Mrs. Shoemaker, who have just returned to San Francisco from the Lake Tahoe country, report the roads in good shape after Sacramento is passed, but in the neighborhood of that town they are very bad. The farmers in the Sierras are taking more kindly to the motor car as there are more and more each year and their horses are becoming accustomed to the chug wagons and the motorists are getting better acquainted with the farmer. Dr. Shoemaker tells of getting the stage, which runs over the Kingsbury grade, in ahead of time by actually pushing it up the hill with the little Thomas Detroit. The grade was too steep and sandy for the Doctor to stop and the road was too narrow for the stage to turn out, so there was no alternate but to give the stage a lift. The old driver said that was the best time he had ever made up the grade.

Frederick K. Stearns, millionaire manufacturing chemist of Detroit, who spent the last seven months touring in an automobile through Europe and the Orient, has returned home. Mr. Stearns went first to the Maderia Islands, thence to Spain, Algiers, Egypt, the Holy Land, Constantinople, Greece, Italy, France, Germany and the Tyrol. Mr. Stearns took his own car and chauffeur, the latter making his second trip. Something like 12,000 miles were covered, stops being made wherever desired. Mr. Stearns was accompanied on the Oriental trip by his cousin, Wayland D. Stearns, and at Paris they were joined by Mrs. F. K. and Mrs. Wayland D. Stearns.

At no season of the year do the Berkshire Hills appear to better advantage than the present. This fact is greatly appreciated by the motoring contingent, with the result that the roads around Lenox, Stockbridge and Pittsfield are thronged with automobilists. Among others enjoying drives in that vicinity recently were Dr. and Mrs. H. E. Woodbury, of Indianapolis; Mr. and Mrs. J. W. Dick, of New York; Judge and Mrs. Loren Zeller and Mr. and Mrs. A. J. Picard, of New York; Mr. and Mrs. Chas. H. Gardner, of Troy; John Riegel, Rufus Justis, Miss Helen Riegel, Miss Marjorie Riegel, Master Theodore and Master Latimer Riegel, of

Riegelsville, Pa.; Mr. and Mrs. R. A. Thayer, Miss M. E. Thayer, and Mr. and Mrs. W. A. Thompson, of Binghamton; Mr. and Mrs. Edward Merritt, of Potsdam; Mr. and Mrs. Townsend Cocks, of Montclair, and Edward Townsend and party, of Toledo.

Lewis Penwell, of Helena, Mont., in his six-cylinder touring car, probably holds the record for long distance traveling in Montana. He has returned after being out fifteen days and covering in that period 1380 miles. The most serious mishap that occurred on the trip was a puncture. The car was heavily loaded all the time, having from seven to eight passengers. The various Penwell ranches were visited and a number of cities.

A tour of New England in a Pierce car is being enjoyed by Mr. and Mrs. C. D. Jones and Miss Helen Jones, of Scranton, Pa.

A Chicago touring party, comprised of Mr. and Mrs. John J. Mitchell and Mrs. W. Mitchell, arrived at Lake George last week, having driven cross-country in a Thomas car.

C. W. Newhouse, of the San Francisco branch of Studebaker Bros., recently toured to Red Bluff, Cal., from San Francisco in Gorham King's Studebaker car. He found the roads from San Francisco to Williams, a distance of 100 miles, very dusty and full of ruts. From Black's to Red Bluff the highways are in remarkably good condition, though they are so narrow as to demand constant care on the part of the driver. In spite of the roads, however, Newhouse covered 210 miles in eight hours.

An enjoyable run in a White steamer from Toledo to Pittsfield has been completed by a party comprised of Mr. and Mrs. Leslie Wight and Mr. and Mrs. J. Renne. After spending some little touring through New England, they will make the return trip in the car to their Ohio home.

D. A. Beldon, of Boston, started last week on a cross-country trip to Chicago in a Locomobile car.

SOCIETY

With society turning from the shore to the mountains, Newport, Bar Harbor and Manchester are beginning to feel that their gayety for this season is about at an end. At Newport the schedule of formal events has been concluded, and from now on it will be a matter of going as one pleases with the cottagers. The ending week was marked by a series of brilliant dances, the most popular being those of Mr. Alfred G. Vanderbilt and Mrs. Smith Hollins McKim. Mr. and Mrs. Craig Biddie, Mr. and Mrs. James B. Haggin and Mr. and Mrs. William Starr Miller went last week to their country estates, where they will remain until November. When they will go to their winter homes, Mr. and Mrs. Biddle to Philadelphia and Mr. and Mrs. Miller and Mr. and Mrs. Haggin to New York. They are all going back to Newport next season, Mr. and Mrs. Milier much earlier than they did this year. Mr. and Mrs. Haggin will most likely be found at Arleigh again, though they have not yet executed the lease of it, as they usually do at this time of year.

Visitors to the mountain region are sending back their friends such glowing descriptions of the scenery and the many fascinating attractions of their northern sojourn, that it is found difficult to resist the temptation of getting into a touring car and joining the long procession moving mountainward. The White Mountains are easily the favorite rendezvous of motorists, and now that the woods are beginning to wear their autumn raiment of scarlet and gold, and the air being of an extremely invigorating crispness, it would be hard to find a more enjoyable place at which to spend these bright September days. An enormous increase of automobile travel in the White Mountains has been noted this year, and no resort has benefited more than Bretton Woods, which has become as much of a byword with motorists as Mecca is to the pilgrims of the Orient. Mrs. Joseph Stickney, who lately returned from a year's tour of the world, has arrived at the Mount Washington Hotel, where she will, as usual, spend the month of September. She motored up from New York and brought with her as her guests Mrs.

Pierre Lorillard Ronalds, of London, who visits this country for the first time in seventeen years. Mr. and Mrs. Oliver H. Harriman, of New York, are paying their second visit to the mountains this season and arrived by motor at Bretton Woods, where among the many people of social prominence are the Gordon Abbotts, of Boston and Manchester, Mass., who are spending a few weeks at Bretton Woods in the hope that Mrs. Abbott's health will be benefited. Last week's Bretton Woods automobile arrivals from New York included Mr. and Mrs. Albert H. Harris, Mr. and Mrs. Robert Maclay, Mr. and Mrs. Clarence E. Rasor, Dr. and Mrs. Arthur B. Duel, Mr. and Mrs. A. Burnham, Mr. and Mrs. John A. Black, Mrs. Joseph Stickney and party, Mrs. D. B. R. Chapman, Mr. and Mrs. George T. Wilson, Mr. and Mrs. W. C. Demarest, Mr. and Mrs. P. M. Harder, Mr. and Mrs. Fred D. Stewart, Captain and Mrs. J. P. Trouillard, Mr. and Mrs. George D. Webber and Miss Webber and Mrs. F. A. Constable and the Misses Constable.

The Berkshire season is at its height, and it looks now as though practically all the Lenox villas will be open until November 1st. Mrs. Ambrose C. Kingsland and Mrs. Morris K. Jesup arrived at Lenox last week for the Autumn, and Mrs. Benjamin C. Porter has leased the J. Egmont Schermerhorn villa, opposite the Curtis Hotel, for the rest of the season. Mr. and Mrs. John Innes Kane are also expected at Lenox for October. They will probably be at the William C. Schermerhorn villa, adjoining the town library. Among those who are to entertain large house parties at Lenox during the next few weeks are Mr. and Mrs. William D. Sloane, Mr. and Mrs. Edward R. Wharton, Mr. and Mrs. Richard C. Dixey and Mr. and Mrs. John E. Alexandre.

Mrs. Arthur Brander, a well-known society woman of Coronado Beach, Cal., recently made a motor-car tour of Southern California in company with Mr. and Mrs. James V. Coleman, of San Francisco.

Mayor Julius Fleischman, of Cincinnati, accompanied by Mrs. Fleischman, has driven East in his Stearns car, and is now making a tour of the New England States.

C L U B S

The Automobile Club of Buffalo held its annual decorated automobile parade on September 10. The affair was not nearly as large as that of last year, when 185 cars competed, only about 30 cars being in line. However, plenty of interest was evinced by the onlookers. George Schuster, driving the Thomas Flyer which won the international race from New York to Paris, received an ovation along the line. Dai H. Lewis, secretary of the club, won the first prize at the judging in Luna Park. The second prize fell to Frank B. Hower, president and chairman of the Touring Board of the A. A. A., who led the parade. The other prize winners were as follows: Charles Schoenut, F. B. Babcock, Sr., Albert Poppenberg, Edward P. Erion, Otto Habelin, G. H. Poppenbery, Herman Bernhardt, T. H. Wickwire, F. P. Wells, Mason B. Hatch, Emil Burghardt, B. Baehre, A. J. Wells, Max Weisberg, Frank H. Beamer, J. J. Gress, Mr. Walker, C. B. Fish, R. J. Reidpath, F. C. Tashenberg. Frontier Hospital Ambulance and James G. Barclay.

Among the new members recently elected by the Chicago Automobile Club are: Benjamin Allen, George W. Sheldon, Fred Wolff, E. M. Singleton, L. C. Morris, C. H. E. Boardman, George E. Kline, J. E. Clenny, F. H. Wolcott, H. W. Meyers, B. F. Sturtevant, Norman J. Cary, D. R. Mathias, W. E. Williamson, I. I. Spiro, R. L. Williams, M. H. Kilgallen, F. W. Pilsbry, Murray C. Mayer, Adam Orteseifen, Edward Dickinson, M. B. Madden, Joseph W. Wassall, Louis G. Alshuler, Harry V. Finkelstein.

At a recent meeting of the Scranton (Pa.) Automobile Association it was reported that roads in some parts of the county were impassable, and it was voted to take action on the matter. Hugh B. Andrews, secretary of the association, warned the Councils of these boroughs that the roads must be improved or action would be taken against them.

The Wisconsin State Automobile Association went on record at the annual meeting in Milwaukee on September 9 as being in unqualified favor of a national license law for automobiles. The following directors

were elected: Neal Brown, Wausau; James T. Drought, Milwaukee; C. O. Josselyn, Oshkosh; M. C. Moore, Milwaukee; Geo. A. West, Milwaukee; Frank P. Hixon, LaCrosse; A. R. Barker, Portage; F. H. Blodgett, Janesville; C. Roy McCanna, Burlington; H. L. Halvorsen, Whitewater; Senator James A. Wright, Merrill; Henry N. Boehm, LaCrosse; A. J. Horlick, Racine; F. A. Chadbourne, Columbus. Two new clubs were admitted: LaCrosse, 60 members; Monroe, 40 members.

A campaign to suppress reckless driving in Connecticut has been started by the Automobile Club of Bridgeport. Circular letters have been sent to the members by the Public Safety Committee giving the sections of the law most often violated and asking members to join in supporting the law, for which the club was partly responsible in having it passed and which is one of the most liberal in the country. The Public Safety Committee has been following up this action with personal letters to the owners of cars where flagrant violations of the law have come to its notice. On a recent Sunday the committee placed flagmen on Connecticut Avenue, a wide and much traveled thoroughfare forming the eastern approach to the city. Automobilists were halted and handed a card which asked that a reasonable speed be preserved on this street through the city.

At a meeting of the Massachusetts State Automobile Association last week it was voted to continue the work in the Legislature and to make a vigorous campaign against all bills of an objectionable nature to automobilists. It was also voted to work in favor of a bill that all vehicles carry lights at night. Among the members of the association present at the meeting were: J. P. Coghlin, of Worcester, who acts as chairman; Treasurer J. C. Kerrison, of Boston; Secretary J. Fortescue, of Boston; W. H. Chase and A. A. Tisdale, of Leominster; A. B. Bliss, of Malden; H. M. Sawyer, of Boston; A. G. Batchelder, of New York, and A. E. Lerche, F. J. Jager and S. L. Haynes, of Springfield.

The Lincoln (Neb.) Automobile Club has been organized, with Dr. W. L. Dayton as president.

S P O R T S

The Delaware Automobile Association with headquarters in Wilmington, will hold what is known as a sealed time run some time this month, probably on the 26th. This will be the third contest this organization has conducted this season. In the coming contest there will be a fixed time for all contestants to cover a certain course. It will be known only to the judges, and the car coming in at the finish closest to that time after having made the course without violating any of the rules to be established will be declared the winner. The course has not been determined. The time to be fixed will be strictly within the speed limits of the States through which the cars may pass. The route will be patrolled so that the contestants will not be able to violate the speed law without being detected. A handsome prize will be awarded to the winner.

At the Latonia race track in Cincinnati last Saturday, Barney Oldfield defeated Walter Christie in the final heat of the Latonia Sweepstakes. Oldfield won the match in comparatively slow time, however, 1 minute and 11 seconds being the best he could do. The cars of both Oldfield and Christie met with mishaps early in the day, and repairs being made hurriedly, fast time was found impossible.

A few days ago Resta, driving a Grand Prix Mercedes car, set out to attempt to beat the 60 hp. Brooklands standard class records. He succeeded in bettering Newton's time for the flying half-mile, doing it in 17.85 seconds, at a speed of 100.84 miles per hour as against Newton's 97.3.

Arrangements were made at the annual convention of the Wisconsin State Automobile Association for a two-day race meet to be held in State Fair Park, Milwaukee, on September 25 and 26. Programs are now being arranged. It is practically settled that there will be a 50-mile and a 24-hour contest. On Friday there will be a parade of machines.

The Beloit Automobile Club disclaims any connection with the race meet held at Beloit, Wis., on Labor Day. The meet was the worst kind of a fizzle because the promoters, it is alleged, were fly-by-nights and

cast much bad reflection on the club, because its name was used in advertisements. Only one contest was pulled off and the contestants refused to go further. More than \$1,000 was taken in, but some one "skipped out" with the sack and left the crowd in an intense state of excitement.

The Italian Board of Agriculture, Industry and Commerce is organizing a competition for commercial and agricultural vehicles to be held the latter part of this month at Piacenza. The classification is announced by the Board as follows: Section A.—Gasolene engines for the conveyance of loads, and for hauling vehicles; Section B.—Agricultural gasolene engines as traction motors for ploughs and harvesting machines; Section C.—Agricultural gasolene engines for operating machines (threshers, cutters, etc.).

The city of Columbia, S. C., had its first automobile race meet on Labor Day. The races were held on the mile track at the Fair Grounds, and over 2,000 people were present, testifying to the keen interest in automobiling in that section. The principal event, the 25-mile free-for-all, for the Board of Trade Cup, was won by a 30 hp. White Steamer, driven by R. D. Lambert, his time being 30 minutes and 30 seconds.

A hill-climbing contest recently organized by Les Sports and conducted on Calvaire hill, produced some good sport. The competing cars were classified according to number of cylinders and bore, and were further subdivided according to the number of seats. The hill is near Trouville, and the measured portion consisted of 870 metres, having an average gradient of about 1 in 7.7. The fastest time was made by a Darracq in the under 106 mm. Class, which ascended the hill in 44 seconds. Miss Dorothy Levitt, who competed on a 6-cylinder Napier, had a walkover in her class, but made the sixth best time—55 seconds—of the whole meeting. In the single-cylinder class an Aries was first in the sections for cars up to 100 mm. bore, and in the larger section a Sizaire was the winner.

The proposed permanent motor circuit in France around the crest of the Puy de Dôme appears to more than verge upon the possible. The subscriptions in aid of the prospective work to be done already exceed some thousands of francs.

HIGHWAYS

Highway improvements in the Borough of Queens to the extent of \$282,000 are to be made, contracts for this work having been let last week by Borough President Gresser and Superintendent of Highways Hicks. Bids for additional work amounting \$195,000 have been opened, but not yet awarded. Among the projected improvements are the repaving with asphalt or granite blocks of Jamaica Avenue from the Brooklyn line through Woodhaven and Richmond Hill easterly to the old village of Jamaica, macadamizing Metropolitan Avenue from the westerly boundary of St. John's Cemetery to Jamaica Avenue, asphaltting Onderdonk Avenue, Newtown, and Academy Street, Hunter Avenue and Halsey Street, in the East River Heights section of Long Island City, and macadamizing a mile and a half on Broadway, Flushing, from Little Neck Bridge to the Nassau County line at Westmoreland. In addition to the highway improvements that have been projected by the city, a large amount of work is being done in the north shore section of the borough by real estate companies. The Rickert-Finlay Realty Company is completing the work of macadamizing the streets on the new portion of its property in Broadway-Flushing, known as Map No. 3, also Seventeenth, Eighteenth and Nineteenth Streets between Broadway and the railroad. At Westmoreland and Douglas Manor most of the work is already completed, and what little remains to be done will be finished before winter. The Shell road, which is the direct route from Elmhurst to Broadway, in Flushing, is to be recrowned throughout its entire length, a distance of two miles, at a cost of \$30,000. All of this work is expected to be completed by the time the bridge is opened in December, and as Broadway has just been resurfaced an ideal automobile thoroughfare will be provided direct from Manhattan to Bayside, Douglas Manor, Great Neck and all north shore points.

That the benefits of rural mail delivery are largely due and dependent upon good country roads, was shown recently in the receipt by the Paris (O.) township trustees of a letter from the Post Office Department, declaring that unless the Berger road, south of Marysville, is repaired and

put in good shape at once that part of Rural Mail Route No. 6, which traverses it, would be abandoned. This would also cut out other territory that is served by No. 6.

Belgian road authorities are about to visit England to inquire into the steps that have been taken to alleviate the dust nuisance, and in particular to examine roads that have been treated with tar preparations.

Milwaukee Automobile Club members took an active part in the deliberations of the Wisconsin Good Roads Association in annual convention in Milwaukee during the Wisconsin State Fair, September 7 to 11. The executive committee was constituted a committee on legislation to present to the next Legislature the views of the association as to the State aid for highway improvements law. A good roads course was recommended for the University of Wisconsin's College of Agriculture. Senator E. E. Browne, of Waupaca, who introduced and secured the passage of a bill appropriating \$20,000 for a highway division of the State Geological Survey, and he will father the State aid bill that will be introduced next winter, provided that at the November elections the people adopt the constitutional amendment permitting such procedure. H. S. Earle, State Highway Commissioner of Michigan, spoke of the work of the Wolverines, mentioning that the great advance made by the motor-car industry in that State has been a great factor in providing better highways. The following were elected officers: President, William D. Hoard, ex-governor, Fort Atkinson (re-elected); vice-presidents, E. E. Browne, J. H. Stout, State Senator, Menomonie; Otto Dorner, Milwaukee; A. R. Hoard, Highway Commissioner of Jefferson County; John S. Donald, Mount Horeb; secretary, W. O. Hotchkiss, Director of the State Geological Survey and Highway Commissioner of Wisconsin, Madison; treasurer, Richard G. Wagner, Milwaukee.

Calhoun county, Michigan, of which Marshall is the leading city, will vote on good roads at the November election. It is believed the proposition, defeated in the Spring, will carry this Fall. The Battle Creek Improvement Association is furthering the movement.

Porto Rico's New 'Bus Line

Porto Rico now has a service of steam motor 'buses. A line using White steam touring cars has recently been installed between San Juan and Ponce. A car leaves each end of the line each morning and makes the trip

Since the United States took over the control of the Island, considerable road improvement work has been done and the road between San Juan, on the north coast, and Ponce, on the south coast, is now said to be in fair condi-



in about six hours. The new service has already obtained great popularity and bookings must be made at least ten days in advance in order to obtain accommodations.

The new 'bus service is particularly popular with tourists visiting Porto Rico, as it gives them an opportunity to see the interior of the Island, which is not accessible by railroad.

Striking Poster for Palace Show

A new poster has been gotten out for the Ninth International Automobile Show, which opens in Grand Central Palace, New York, on New Year's Eve. The show committee of the American Motor Car Manufacturer's Association has given the contract for this poster to Seiter & Kappes.

The theme of the drawing is a comet, showing a huge red automobile shooting through an imaginary sky, leaving behind it a trail of lurid yellow which gives the poster an unusual amount of life and action. The back ground is of blue, representing the sky. The lettering is blue, red and white.

"Let Us Have Peace"

To the Editor of AUTOMOBILE TOPICS.

SIR:—Your opinion and suggestion concerning the warring factions of the automobile fraternity in this country, that "the time has come when personal pique and animosity should be put aside," to the end that the interests of all automobilists may be enhanced, deserve hearty commendation. It was once voted to amalgamate the two associations, but personal pique, or something worse, annulled that sensible proposition, and now it is certainly time that this folly was ended by the larger and broader men in each association, who must realize the injury and uselessness of this warfare between automobilists themselves, when there is urgent need of united effort to overcome ignorance, prejudice and persecution, and to advance the interests and the proper regulation of automobiling.

There is necessity and demand for a strong and influential association, not entirely given over to racing, to do for the rapidly increasing army of automobile tourists what is done for them by the Touring Club of France, by working for good roads, establishing a systematic form of guide-boards, securing

reasonable and regular rates at hotels, instead of the common plan of overcharges now prevailing, overcoming the sort of highway robbery now carried on in disreputable communities by means of "traps," and doing many other things which would do much to increase the pleasure and the popularity of automobile touring.

If these two associations are determined to fight it out to a finish, and are more anxious to acquire scalps than to advance and encourage automobiling, let us say, "a plague on both your houses," and hope for the organization of an association that will be actuated by higher motives, and which will be welcomed by thousands of automobilists who are, I believe, dissatisfied, if not disgusted, with the present condition of things. But let us hope the two bodies will get together, agree upon peace with honor to both sides, and enlarge the scope of the organization to include something beside racing in fact, and there will be great rejoicing and praise for the broad-minded men who bring it about.

M. H. R.

Springfield, Mass., Sept. 12, 1908.

Brooklyn Y. M. C. A. School Plans

The Second Season of the Automobile School of the Bedford Branch of the Y. M. C. A. in Brooklyn, N. Y., began this week. It is planned to conduct classes in the afternoon and evenings for owners, prospective buyers, machinists, automobile salesmen and prospective chauffeurs. Lectures illustrated by stereopticon pictures or actual parts of automobile machinery will be given by Clarence B. Brokaw, until recently superintendent of the mechanical department of the Automobile Club of America, and by other automobile experts and specialists.

The lectures will be held each Friday night at the association building, Bedford avenue and Monroe streets. The shop work in the disassembling, examination, study and repairing of automobiles of various types with their accessories, will be given to groups of ten students at a time. Lessons in the operation of a car on the road with practical work in the locating and correcting of troubles which commonly occur in automobiling, as well as instruction in careful driving, will be given by competent instructors. The course of instruction covers ten weeks.

Pennsylvanians and Jerseymen at Odds

Great indignation is felt by a number of New Jersey motorists over the treatment accorded them recently by some Pennsylvania officials. The aggrieved persons reside in Trenton, and the acts of oppression and injustice which they complain of occurred just across the Delaware River, on Pennsylvania soil.

It is alleged that the Pennsylvania constables are of late interpreting with great vigor the laws of the Keystone State and harrassing motorists from other States until it has become almost intolerable. Arrests have been made on technicalities, the offences being trivial ones and of no real consequence.

The principal complaint is being made against Constable Frawley and Justice of the Peace Eastburn at Fallsington, although there is considerable fault found with authorities at Langhorne, Bristol and other points.

Attention is called particularly to the recent arrest of Owen Moon, Jr., Milton Scarborough and Andrew Thompson, all of Trenton. Each of them fell victims to the enterprise of Constable Frawley and each was promptly fined \$12.50 when hailed before 'Squire Eastburn. Moon and Scarborough were charged with leaving their Jersey numbers on their cars, although the figures were completely obscured by the Pennsylvania number and there was, accordingly, no real violation of the law. Thompson was arrested because he did not toot his horn as he approached a road crossing, although there was an unobstructed view of the road in every direction for half a mile and no one was in sight.

It is the prosecution of such minor and technical violations of the Pennsylvania law that the automobilists are complaining about and from this they are demanding relief.

Jersey County Adds to Its Good Roads System

The new link in the system of New Jersey pikes running from May's Landing to Downtown, and there connecting with the Gloucester County system, has been completed. After an inspection by the county authorities last week the road was accepted and formally thrown open to traffic. Only one criticism was made, and that was of the sharpness of two turns on the road. It is thought that these can be straightened out a little and the danger of accidents thereby reduced to almost nothing.

The roadway is solid gravel, sixteen feet wide, and runs through a farming section. This about completes the new road system in the county which has been under construction for ten years.

The only remaining road mapped out today, and which will cost \$150,000 to

build, is the great boulevard 100 feet wide, which is to run along the shore line of the county for seventeen miles. The right of way has been secured, and the county engineer has laid it out. But it has not formally come before the Board of Freeholders. It is understood in advance that the board is willing to approve the route, but the members believe that owing to the great increase in land values that the property owners who will be benefited should join in the cost of construction. The State pays a third, the property owners may be asked to pay a third and the other third will be levied on the county.

The Physicians' Automobile Club, of the Oranges, N. J., went on an outing last week to Green Pond.

Permission Granted For Fairmount Park Race

One of the features of Founders Week in Philadelphia, which will commemorate the 225th anniversary of the founding of the city, will be an event that staid William Penn never even dreamed of. This will be a 200 miles race in Fairmount Park, Philadelphia's big playground. The event has been talked of for some weeks, but it was only a few days ago that all the obstacles were removed and the consent of the commissioners of Fairmount Park obtained.

The race will come* as a fitting end to the week's celebration. It will be held on Saturday, October 10th, over a course measuring 8 miles around, which will be covered 25 times. Not only will the parkways along the course be closed to all but the racing automobiles during the time set for the contest, but State troops will be made use of to keep the course clear and to preserve order. The only stipulation is that the entries be restricted to 20 cars; and more than that number have already applied.

The Quaker City Motor Club, which has been laboring zealously to bring about the race, will have complete control of it, and the most prominent motorists in the city have been called upon to render aid in making the affair a complete success. The chairman of the contest committee is Richard Sellers and associated with him are Charles J. Swain, Edwin H. Lewis, Hilton Gantert, J. R. Overpeck, I. J. Morse, C. E. Bartlett, F. M. Jones, W. Wayne Davis, A. B. Cumner, M. E. Brigham, P. Donald Folwell and H. C. Harbach. Arthur B. Cumner heads the racing board, which has complete charge of the running of the race. The other members of this committee are Richard Sellers, F. M. Johnson, P. D. Folwell and J. R. Overpeck.

Starting at Memorial Hall the course will lead down the driveway, through the beautiful Richard Smith Memorial Monument and along the Lansdowne Drive until Sweet Briar Hill is reached. There the route passes the old Letitia house, where William Penn lived two centuries ago, and down Sweet Briar onto the West River Drive.

The route will continue up the newly prepared road to Neill Drive and along this slight incline to City Line. One of the marvels of the whole race is that permission has been given to use City Line from Neill Drive to Belmont avenue. The run on Belmont avenue is short, only going as far as North Wynnefield, then turning down Boundary avenue to Parkside and entering the Park again at the Fifty-second street entrance, finally finishing on the last lap at South Concourse.

This is the line of march of the great race over which the contesting cars will go twenty-five times and which, in all, covers a distance of exactly 200 miles, each lap being eight miles long.

It would be difficult to improve upon the many advantages offered by the Fairmount Park course for a race of this kind, both as regards the suitability of the road surface and likewise from a spectator's viewpoint. From the starting point all along the entire course there are many points of vantage from which thousands of persons may view the race and not only see the cars shoot by, but keep their eyes on them for perhaps a mile or a half mile at a time. At certain specific points, however, the race may be best seen, namely: along the West River Drive at what is known as Rockland, where the cars may be seen while going at top speed along the straightaway drive from many natural grandstands formed by the rocks; the vicinity of Lily Pond, near Concourse

Lake, West Park, where the racers will negotiate the "Hair-pin" turn; also, in the neighborhood of George's Hill, near the Fifty-second street entrance to West Park.

Shortly before the starting signal is given the troops, who will patrol the entire course, will clear the roadways, and after that time no one will be permitted to step within the guard lines. This will then prevent spectators from gaining entrance to the inner side of the course except via the Park trolley and bridge at Strawberry Mansion, which will be open to vehicles and pedestrians at all times during the race. The entire course will be patrolled by a force of about 10,000 armed troops under military orders from the Governor

of the State, and the course will be kept absolutely clear of interference and obstruction of any kind, and ample protection furnished for both drivers and spectators.

The sharp turns on the course will be specially treated and every precaution will be taken to enable contestants to make exceedingly fast time. All the necessary requirements for the proper management of such a race will be erected and installed, including grandstand, press stand, judges' stand, timers' stand, bulletin board and a complete telephone system with many intermediate stations over the entire length of the course, the latter feature to be in charge of the signal corps of the State Militia.

Brazil's First Grand Prix Race

The first automobile race ever organized in Brazil took place at Sao Paulo on the 26th of August, and the event, the outcome of which was awaited with the utmost interest throughout the republic, proved a great success.

The circuit of Itapeceira on which the race was run comprises 46 miles of hilly roads, with gradients of as great as 25 per cent., fifteen small bridges, numerous difficult turns, a few sandy portions, and less than 100 yards of straightaway. The policing of the circuit was assured by the municipality of Sao Paulo.

Participation in the race was restricted to amateur drivers, who displayed so great skill that not a single casualty occurred on the entire dangerous circuit. The best time was made by a Fiat (of the class of cars of 40 hp.), which covered the circuit at an average speed of over 30 miles an hour, in 1h. 30m. 5s., and won the Grand Prix. In the first class (cars of 60 hp.), a Lorraine-Dietrich, came in second in 1h. 31m. 55s., while a second Fiat took

third place. In the third class (cars of 24 hp.), a Renault beat its closest competitor, a Berliet, by 6 minutes.

In the class of voitures, an 8-9 hp. Delage, followed by a Peugeot 5 minutes in advance of a Sizaie and another Peugeot, was the winner. A Griffon won in the motor-cycle class almost without a contest.

The Automobile Club of Sao Paulo is now busy with the organization of the Grand Prix of 1909.

A. M. L. to Meet This Fall

It is announced that the first national assembly of the American Motor League will meet in New York some time this Fall. Delegates will be appointed from 37 States and many subjects of importance to motor car users will be discussed.

It is also probable that at least one day will be set apart for the discussion of road improvement subjects, and upon this day prominent experts will be invited from various States.

Composition of Steels

According to Mr. Lake, in an interesting paper on the composition of steels, it is the metal's content in carbon that generally permits of defining the class to which it belongs, through causing its qualities to vary. Such content varies, so it said, from 0.1 to 2 per cent.

When the content varies from 0.1 to 0.3 per cent. the steel is soft and cannot be rendered sufficiently hard by tempering to resist the attack of a file. With from 0.3 to 2 per cent. of carbon the steel can be tempered and used for cutting other steels. To this rule an exception must be made, since a steel of low carbon content can be rendered hard by means of manganese, tungsten or chrome.

The higher the percentage of carbon,

the greater the increase in hardness and brittleness. The resistance, moreover, is always increased to the detriment of another quality; but the inconvenience is not so serious when the modification is assured by carbon as when it is produced by another element. The tensile strength and the limit of elasticity are considerably increased by tempering. The higher the percentage of carbon, the more efficacious the tempering from the viewpoint of hardness, but the lower becomes the limit of elasticity.

In consequence of their brittleness, highly carburized steels are difficult to work and employ, and the proportion of carbon is limited to the smallest extent that gives the resistance that it is desired to obtain.

Russia Offers Prizes to Aeronauts

The Russian government has decided to organize a series of competitions in aviation to be disputed at Saint Petersburg from the first to the fifteenth of August, 1909, and for that purpose has appropriated the sum of 50,000 rubles (\$25,750).

According to Captains Autohoff and Neniuchenko, of the balloon corps, there will be one class of tests, devoted to flying machines of actual size, mounted, and another to models of small dimensions. The following are the tests, in each class in which prizes will be awarded:

A.—Apparatus of actual size, mounted. (1) Distance and time test. (2) Speed test, in which the award will be for slowness, since the staff officers do not wish too fast a machine, as this would prevent them from making satisfactory observations. (3) Test of high flight. (4) Test of starting during a high wind. (5) Test of stability in a

slow descent with motor at rest. (6) Test of carriage capacity, in which an award will be made to the apparatus which, with respect to its total weight, will be able to carry the greatest useful weight. Supplies will be included in the useful weight.

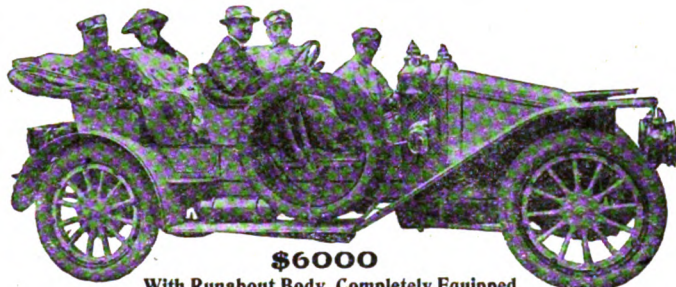
An award of 3,000 rubles (\$1,545) is set apart for each of six tests. The apparatus which will have won the largest number of such partial awards will receive an award of 18,000 rubles (\$9,270) in addition.

B.—Reduced models.—Analogous tests for each of which is set apart partial awards of 300 rubles (\$155), completed by a final totalization award of 2,600 rubles (\$1,340). A special award of 2,000 rubles (\$1,030) will be made to the reduced models without motor, which, submitted to an increasing wind, will succeed in maintaining themselves in equilibrium for a certain length of time without descending.

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BERKSHIRE HILLS TO NEW YORK

(Inland Route)

The accompanying "reverse route," first published by AUTOMOBILE TOPICS nearly two years ago, has been out of print for some months. It gives the "Inland Route" between New York and the Berkshires in the reverse direction—from Pittsfield, Mass., to New York. The details follow:

Leaving Pittsfield proceed down South Street, following trolley; direct up several hills (State highway) and down to

Lenox (6.5 miles).

Turn 90 degrees left at Curtis Hotel, take fork to right at stone church, continue direct (State highway) to

Stockbridge (12.5 miles).

Opposite stone church turn 90 degrees left, cross railroad, bear right and then left. Three miles further take right fork and descend Monument Mountain. Bear left and follow trolley through

Great Barrington (19.5 miles).

Continue direct to

Sheffield (25.5 miles).

At church in center of town, take right fork, cross railway and beyond cemetery turn 90 degrees left, then 90 degrees right and $2\frac{1}{4}$ miles further take right fork. Three miles from Sheffield turn 90 degrees left into "Under Mountain" road and follow same direct to

Salisbury, Conn. (35.5 miles).

Then direct to

Lakeville (37 miles).

Here turn 90 degrees right and proceed directly west to

Millertown, N. Y. (41 miles).

Cross tracks, turn 90 degrees left, and proceed by State highway direct to

Amenia (50 miles).

Continue direct, cross railroad, turn right, then left to

Wassaic (53 miles).

One mile beyond station bear to right, pass under railroad and continue west of same to

Dover Plains (59 miles).

Cross tracks at grade, and a half mile

further, turn 90 degrees right and continue south following telegraph poles through **South Dover** (66 miles).

Continue direct, keeping east of Harlem Railroad, into

Pawling (73.5 miles).

Do not cross tracks, but bear to left around watering trough, then by State road, passing east of

Patterson (77 miles).

Continue directly south (poor road, no sign posts), keeping at first east of new reservoir. Then bear right, cross bridge and follow around north bank of reservoir to

Sodom (88 miles).

Bear to left around stock farm barns, cross tracks and one-half mile farther turn 90 degrees right, up a hill and pass east of Peach Lake (State highway begins at Westchester County line) to

North Salem (93 miles).

Bear to right and continue, always on State highway, through

Cross River (100 miles).

and

Bedford (105 miles).

to

Mt. Kisco (110.5 miles).

Instead of entering town, turn 90 degrees left at sign post and proceed south by winding State highway, passing east of Kensico Reservoir to

White Plains (124 miles).

At Soldiers' Monument turn 90 degrees right from North Broadway into Railroad Street, cross tracks, follow trolley, then bear to left and direct down Central Avenue, Jerome Avenue, Central Bridge, St. Nicholas Avenue, 110th Street, and Fifth Avenue to

Central Park Plaza, New York (147 miles).

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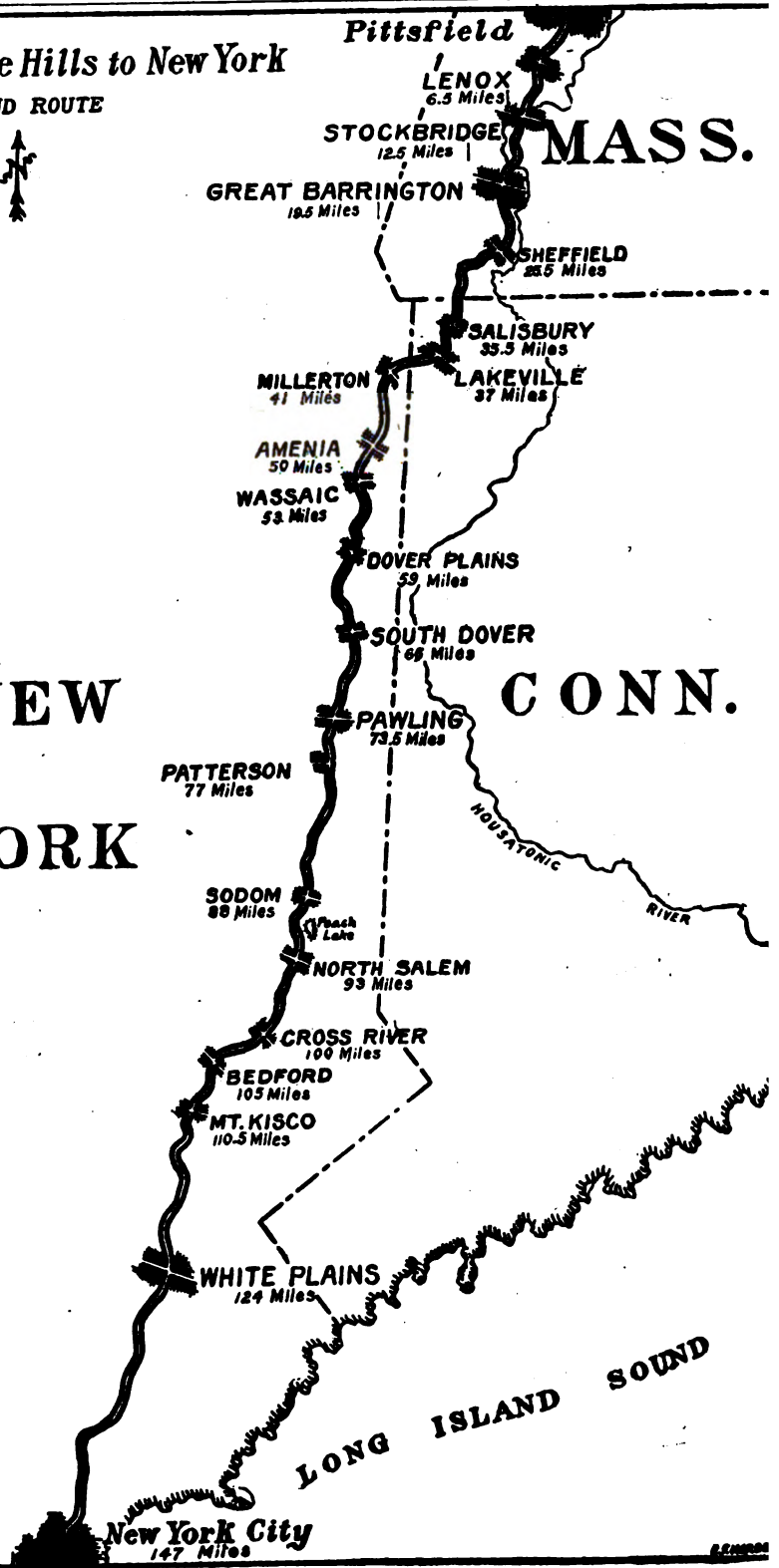
INLAND ROUTE



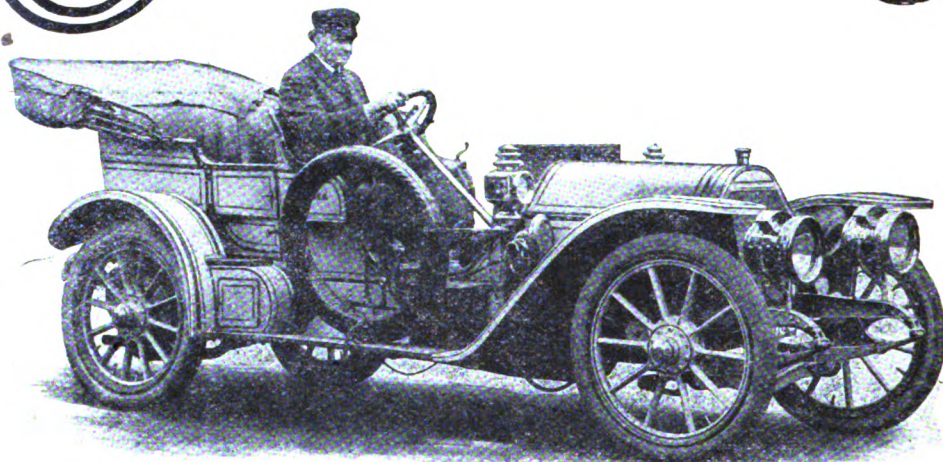
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30-60 h. p. Chassis with Light Touring Car Body

We have devoted twelve years in perfecting the kind of car discriminating motorists appreciate—a classy car which combines ultra-refinement with high power.

Stearns cars are sturdy hill climbers and will go faster than anyone cares to drive.

Annular bearings throughout. Flexibility of control very unusual with great power. Force and splash lubrication—and all other good features.

Our output is not large, quality having first consideration.

THESE ARE THE LATEST STEARNS MODELS :

4 Cylinder, 30-60 h. p.		4 Cylinder, 24-28 h. p.		6 Cylinder, 45-90 h. p.	
Bore	5 3-8 inches	Bore	4 1-2 inches	Bore	5 3-8 inches
Stroke	5 7-8 inches	Stroke	4 5-8 inches	Stroke	5 7-8 inches
Wheel Base	120 inches	Wheel Base	116 inches	Wheel Base	128 inches
Drive: Shaft or Side Chains.		Drive: Shaft.		Drive: Side Chains.	
Transmission: Selective—four forward and reverse.		Transmission: Selective—three forward and reverse.		Transmission: Selective—four forward and reverse.	

Five Passenger, Seven Passenger, Light Touring, Limousine and Landaulet Bodies.

The F. B. Stearns Company, Cleveland, O.

Member A. L. A. M.

Catalog upon request.

The Status of the Detachable Rim Standard

In view of the fact that a wrong impression seems to have gone out regarding the adoption of a standard form of detachable rim by the Association of Licensed Automobile Manufacturers, Albert L. Pope, chairman of the Tire Committee of that body, has given out the following statement defining the matter:

"It is quite true that the Mechanical Branch of the Licensed Association has given much time and thought for a year and more to the question of a uniform design that could be universally used by those desiring quick detachable rims. In fact, by the beginning of August last they had selected from types which came to their attention a form which at the time seemed to them to suit all requirements.

"In order to bring about a definite adoption by the vehicle makers as represented by the several associations, if

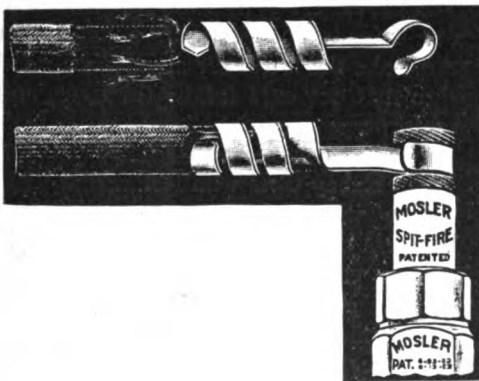
possible, of one type, the engineers expressed their approval of a form which was then before them. Such approval was a necessary step in the process of standardization, and though an important step was obviously entirely subject to the final adoption contingent upon other than mechanical questions.

"It is hardly to be expected that the Licensed Association as a body, with the far-reaching influence that its actions necessarily have, would take precipitate action. They have not as yet taken any action specifically adopting any particular type of quick detachable rim.

"Interested parties may rest assured that the matter is receiving most thorough consideration and careful study, and that whatever the final action may be, the rim adopted will be the type most suitable from every standpoint that can be properly and consistently considered."

Merits of the "Pull Push" Connector

The convenience and the quickness with which it can be attached or detached combine to make the "Pull-



Push" Connector an invaluable device. It is one of the many ingenious igni-

tion articles marketed by A. R. Mosler & Co., whose "Spit-Fire" plug has achieved such a deserved popularity.

The "Pull-Push" Connector is an article appreciated by all who use it, and its success is immediate and lasting. It can be connected or disconnected from the plug in an instant, and by the most simple operation, making, nevertheless, a permanent and true connection.

To attach Connector to wire terminals expose about one inch of the wire in cable, bend the latter backward over the canvas insulation and screw into the spiral end of Connector.

The Auto Body Company of Lansing, Mich., has increased its capitalization from \$25,000 to \$150,000, to care for its expanding business.

Shanks After More Western Trade

Sales Manager Chas. B. Shanks, of the F. B. Stearns Co., left Cleveland last week en route for Denver, Colo. He will be gone about six weeks, and will drive straight to the Colorado city in a 60 hp., 1909 model Stearns, with light touring type body. Frank W. Leland, the Stearns driver, will accompany Mr. Shanks.

During the past few years New York and other eastern automobile centers have largely absorbed the Stearns factory output. For the coming year, however, the output will be considerably increased and it is the plan of Sales Manager Shanks to go after the Western market a bit more aggressively than in the past.

The Stearns Company already has good agencies in Denver, Salt Lake City, Los Angeles, San Francisco, Port-

land, Tacoma, Seattle,, Vancouver and Spokane. Mr. Shanks' tour will not only include these far Western cities but other intermediate ones where selling connections are desirable. Since Mr. Shanks accepted the sales management of the Stearns Company, thirty days ago, contracts for cars averaging fifty per cent more in quantity than the volume done during 1908 have been closed in the principal eastern countries and West as far as St. Louis. Chicago and St. Louis agents have both ordered 100 per cent more cars for 1908 than they disposed of this year.

Just now extensive additions are being made to the Stearns factory to accommodate new machinery and other demands for floor space, incident to the proposed production increase.

Fifteen Years of Automobiling

"Fifteen years is a long time in automobiling," said Elwood Haynes, the pioneer builder of automobiles at the celebration of the 15th year since the birth of the automobile which was celebrated by the city of Kokomo (Ind.) on September 2nd last by a gala holiday, parade, sports and auto events.

"In fifteen years my youngster has grown into womanhood and she has probably driven an automobile for a greater length of time than any young lady of the land. Little Miss Haynes drove ten years ago and today she operates a car like a veteran and drives Mrs. Haynes everywhere."

Mr. Haynes is always an interesting talker, and everywhere he goes he meets innumerable friends who were with him at the beginning of motoring, and who are still operating Haynes cars.

"The number who have always driv-

en a Haynes," said Mr. Haynes, "is always surprising to me. I go to the shows each year and friends meet me there and place their orders for the latest models as a matter of course. Somehow I expect them and would feel sorry were I to miss any one of them. We started early, and the very fact that our friends remain with us and that they take the latest car always is a good sign that our cars follow the times and are always up to date."

Rubay Goes with Rothschild

The wholesale department of the business of Rothschild & Co. is now in charge of Leon Rubay, who is well known in the trade. The plant of Rothschild & Co. will be enlarged, as the concern has decided to build bodies in large quantities so as to be able to furnish American manufacturers with its product at very reasonable prices.

The Winton Spokesman's Anniversary

With this issue the *Auto Era* begins its eighth year, says that very unusual journal. Established in the single cylinder days of the automobile, the *Auto Era* has recorded strides of progress credited to no other industry, and has gone through piping times and others without finding fault with the universe or hounding a delinquent subscriber. It has no quarrel with the post office department and is not interested in second-class rulings. If its

advertisers find the use of its columns profitable (and pay their bills) they are welcome to call upon our loyal readers; otherwise, they are at liberty to withdraw.

It is our aim first of all to please our readers. If this result has been accomplished, the credit is in no small measure due to the readers themselves, many of whom have contributed photographs and stories of travel and incident that brightened these pages.

How the "Borrower" Is Checkmated

A system of checking the coming and going of cars is in operation at the White Garage in Philadelphia, which effectually prevents the "borrowing" of cars without their owners' permission.

A bulletin board with a sheet attached was hung at the door of the garage. This sheet is ruled off in the following manner: Manufacturers' number of the car, owners' name—out and in (A. M.), out and in (P. M.) Taken

by, brought in by—." Every car on leaving and returning to the garage has the manufacturer's number, the owner of the car, the time it was taken out and the time brought in, and whether the owner himself or the chauffeur took it out and brought it in. The manager of the garage at the end of each week forwards to the owner a schedule copied from these daily sheets, showing the use of his car for the past week.

Just a Collection of Dont's

Don't stop or start suddenly. A good operator lets the clutch into engagement gently, thus permitting the car to start gradually and smoothly. The starting of a car with a jerk indicates that the driver is incompetent. Do not let the car stand with the engine running; stop the engine on leaving the car alone. Make it a practice to invariably remove the switch plug when leaving the car for any length of time; otherwise, some one may throw the switch onto the battery side, thus letting the battery cells run down. Don't drive fast around corners; it is dangerous, destroys tires and indicates

poor judgment. So says the *Auto Era* the Winton journal of publicity

Continentials Were on These Cars

Continental tires scored heavily in the 24-hour race at Brighton Beach, September 11th and 12th. The two Lozier cars which finished in first and second places were both shod with Continentals, as was the Stearns car which finished fourth.

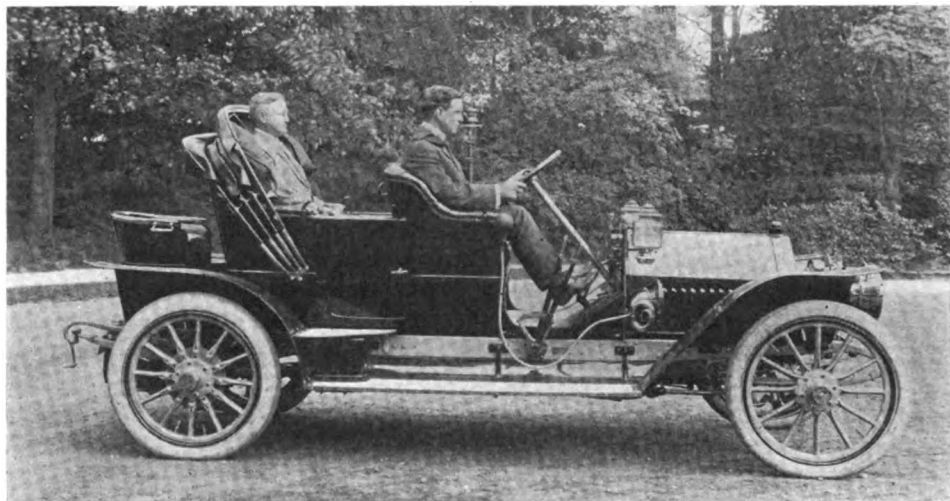
The Constantine Motor Car Company has been formed at Constantine, Mich., with a capital of \$50,000.

New Policy for American Locomotive Co.

Hereafter the American Locomotive car, which was formerly known as the American Berliet, will be marketed at about the same prices as are charged for high-grade American cars. The reduction is made possible by the decision of the American Locomotive Company to cut loose from the Berliet concern altogether and to manufacture and market its product in its own way.

The details of the new arrangement

can Locomotive Company made that contract in order to purchase experience. They have it now with perfect organization. The terms of the contract—and this is important—permit the American Locomotive Company to perpetuate in its models any features of the French design used during the life of the contract. On the other hand, the contract required so close a duplication of the French model that



1909 MODEL OF CAR WITH CLOSE COUPLED BODY

are set forth by Manager James Joyce, of the Locomotive Company, who last week issued the following statement.

"Hereafter there will be no Berliet cars made here, though the American Locomotive car from the same factory at Providence will be practically the same car in design and material. The name will be different, but otherwise it will be unchanged except by improvement in details.

"It was not in the nature of things that the contract with the French manufacturer should be renewed after the three years had expired. The Ameri-

cain very desirable changes, making it more suited to this country, were prohibited.

"It will now be possible to make these adaptations, while retaining all the essential design and character and strictly maintaining the distinctive quality. Relieved from the payment of royalty and free to market its product under its own name and on its own terms, the greatest reduction possible has been made in the prices, so that now the American Locomotive car, which has had always its own distinctive place at much higher prices, will be about the

same in price as the ordinary high-grade American cars. The six-cylinder car at \$6,000, the 40 hp. car at \$5,000, the town car at \$4,500, and cab at \$3,350, present a remarkable line of motor cars with the prestige of a rec-

ognized exceptional quality and the backing of an old established company with \$50,000,000 capital. The proposition should interest everyone. Our factory is running its full capacity, and I expect that it will continue that way."

Selling Company for the Matheson Product

A selling company, styled The Matheson Automobile Company, which is independent from although allied with the Matheson Motor Car Company, was organized last week to take over the marketing of the product of the latter concern and to permit it to devote its energies exclusively to the manufacture of cars.

Arrangements have been made for desirable salesrooms on Broadway, N. Y., from which point the company will market its cars in Greater New York and distribute throughout the country. C. W. Matheson, President of the manufacturing company, who at present is residing in Wilkes-Barre, Pa., will remove to New York and there devote his time exclusively to the marketing of Matheson cars.

The entire capital stock of \$150,000 of the selling company has been subscribed principally by bankers and business men of Wilkes-Barre; and, as

the manufacturing company simultaneously arranged for a bond issue of \$200,000, there will be \$350,000 additional capital at the command of the producers of the Matheson car.

Plans are under way to more than double the output of the Matheson plant for 1909, and in conjunction with their present high-priced, chain-driven, \$5,000 and \$5,500 car, a \$3,000 shaft-driven model will also be produced.

The Matheson Company also announces its intention to enter a car in the Vanderbilt Cup Race, the car to be driven by one of the prominent French drivers of well known reputation.

The Matheson Company has engaged the services of L. C. Kenen as mechanical engineer and designer whose practical training was received in the plants of the Renault, Darracq, Clement-Bayard and Richard-Brasier Companies.

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Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

THEO. DRAZ, Treasurer.

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A Success from Every Viewpoint

What was by long odds the most successful and the best conducted race meet ever held in the Metropolitan district, and perhaps anywhere in this country, occurred last week at Brighton Beach track.

The surprising part of this is that the success referred to was almost as unexpected as it was complete. The promoters, the Motor Racing Association, made up of New York dealers and importers, had a difficult task before them, viz., to rehabilitate racing on this hoodoo track and to demonstrate that there was a public demand for and appreciation of 24-hour contests.

These difficulties were materially increased by the hostile attitude of the American Automobile Association. This hostility existed from the beginning and was accentuated by an eleventh-hour threat to disqualify any one who might have the temerity to take part in the race. In spite of this, in spite of the doubt whether the New York public was really hankering after automobile track racing, in spite of the comparatively short time for the preparations for the race, in spite of the holding aloof of the A. A. A., with its experienced race officials, the promoters went ahead and scored heavily with an almost perfectly managed race that attracted, as it deserved to attract, enormous crowds of spectators. The latter enjoyed good racing—spirited contests between well matched cars, the whole culminating in a finish that for enthusiasm-arousing scenes would be difficult to match.

It is now perfectly plain that motor racing, and 24-hour contests in particular,

is a popular pastime with the New York amusement-loving population. The doubt existing on this point has been completely dispelled. Motor vehicles possess a fascination for even the non-motorist and when equally matched specimens, handled by drivers proficient in their art, are pitted against each other under such almost ideal conditions as existed last week, the public will come in large numbers to witness the sport and go away satisfied, knowing that it has got its money's worth.

As to the threat of disqualification from contests, whether on the Motor Parkway or elsewhere, promoted by the American Automobile Association, this is nothing more or less than an attempt to involve in a quarrel in which they have no interest hard-working and conscientious men whose livelihood is at stake. Let the A. A. A., the A. C. A. and the M. R. A. fight it out, but do not mulct the professional chauffeur to satisfy private or public animosities, or to swell the treasury of an association that may need but does not deserve the money.

Goring the Wrong Ox

It is somewhat of a relief to turn our attention from New Jersey as the oppressor of the motorist and to focus our gaze upon Pennsylvania, a State which has the reputation, of late years, of being more lenient with motorists who, unintentionally or otherwise, might have the misfortune to fracture some of its many stipulations about the conduct and bearing of users of the motor vehicle. Likewise, it is a pleasure—even a positive joy—to find that Pennsylvania is retaliating upon New Jersey for some of the excesses which the latter State has fallen into since the officious Frelinghuysen became its automobile legislator-in-chief.

In this particular case motorists were arrested and fined because they had not removed their New Jersey numbers before venturing upon Pennsylvania soil; even although they covered them with the Pennsylvania brand; while others were treated similarly because they failed to blow their horns upon approaching a cross-road, although there was a clear view of half a mile in either direction and no one in sight. That didn't make a particle of difference. The law says you must toot your horn when approaching an intersecting road, and the fact that there is nobody to notice the lack of tooting—except a constable on the job—makes not a particle of difference.

There is nothing particularly new in this exhibition of a desire to use the law for purposes of graft. The law itself, the system of appointing constables and other officers to watch for violations, the appointment of the fines collected for various purposes—all are direct incentives to graft. You can't expect men who get their pay on the bonus system, to make any distinction between the letter and the spirit of the law. You can't even expect them to be honest. There is a direct and frequently overpowering temptation to discover violations where none exist, and this is precisely how the system works out.

YEAR BOOK, 1908

INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 21)

B

Baryta Aluminate.—A product obtained by treating with hot water the scoria formed in the manufacture of aluminum. It is said to be the best material known to prevent the deposit of lime in water-jackets and radiators.

If whenever "hard" water (water containing lime) is introduced into a motor, one and a half grain of the baryta aluminate be added to each quart of the liquid, the lime, instead of forming a hard scale on the sides of the water-jacket and those of the radiator tubes, will be precipitated in the form of an easily removed pulverulent matter.

C

Case-hardening, Gas Process of.—A new process, recently invented by Mr. A. W. Machlet, of case hardening mild steel. This method dispenses with packing altogether, unless, indeed, the work surrounded by gas be regarded as packed in it. In this process there is introduced to the heated work a carbon-laden gas from which the articles absorb carbon. Everywhere there is the same pressure, whether it be a question of a small, threaded hole or of some more prominent surface. As the carbon is absorbed by the metal fresh gas as admitted, while the old passes off. No repacking, with its expense for labor and heat and delay, is required, the process being continuous, effective in results, and economical of time and money. The container, continually rotated, imparts a motion to the work itself. By this means the gas is circulated, a fact which tends still further to improve the uniformity of the resulting carbonization.

The gas used to afford the carbon supply is a special product, produced in a generator specially designed for the purpose. No heat is applied, the process being a purely chemical one. A carbon

vapor obtained from an oil is mixed with a neutral gas. It is supposed that the atoms or molecules of carbon are held in suspension in this gas until the moment of absorption by the glowing iron or steel articles to be carbonized.

The furnace consists essentially of an inner and an outer cylinder. The articles to be case-hardened are placed in the inner cylinder and heat is applied through gas-burners to the annular space between the inner and outer cylinders. Worm and worm-wheel gearing are provided to cause the rotation of the cylinder.

The hardening operation is effected by a special apparatus designed for the purpose. It consists of a tank which contains the quenching liquid. A kind of funnel is at one end. Here are received the hot pieces which then fall into a rotating vessel, also in the shape of a funnel. This latter is perforated and lies in the liquid, its larger end being next to the receiving funnel. The hardening articles pass to this lower and smaller end, whence they are raised and discharged by an apparatus which is principally a conveyor arranged like a chain in a chain-pump.

It would seem that the economy of the new process promises a very wide application of case-hardening.

R

Rubber, Tests for.—India rubber should not give the slightest sign of superficial cracks on being bent to an angle of 180° after five hours' exposure in a closed air-bath to a temperature of 255° F. The test-pieces should be about 2 inches thick. Rubber containing not more than 50 per cent., by weight, of metallic oxides should stretch to five times its length without breaking. Pure rubber, free from all foreign matter except the sulphur necessary for its vulcanization, should stretch seven times its

length without breaking. The extension measured immediately after rupture should exceed 12 per cent. of the original length of the test-piece. The test-pieces should be from 1-10 to 3-10 inch width and not more than 1-5 inch thick and 1 inch long. The percentage of ash gives a certain indication of the degree of softness, and may form a basis for the choice between different qualities for certain purposes. Any excess of sulphur over that required for vulcanization should be removed at the works, and should not appear on the surface of any object.

S

Strum.—A strainer consisting of a “stocking” placed over the air intake pipe of a carburetter. -A term borrowed from locomotive practice, in which a strum is a strainer consisting of a perforated plate or a “rose” (q. v.) placed over the open end of a feed-pipe.



T

Triptic.—Literally, an object folded in three. As issued to tourists in France,

a booklet of three leaves, two of which are detachable and one is indetachable, and upon which is given a description of the car driven by the tourist and which permits the latter to enter and leave a foreign country without having to pay customs charges.

At the first entrance the customs receiver stamps the fixed leaf and detaches the first loose leaf. At the time of the definite re-exportation, the receiver verifies the identity of the car, stamps the fixed leaf again, and detaches the second loose leaf. The permanent leaf giving permission to drive, and properly stamped, remains in possession of the holder and is indispensable for obtaining a reimbursement of the deposit made. Triptics are good for entrance into and a stay of one year in France; for a stay of one year from entrance into Holland; for six months from entrance into Switzerland; for three months from entrance into Italy; up to the 31st of December of the current year in Belgium; and up to the 31st of December of the current year in Germany and Luxemburg. Only members of the automobile clubs whose country accords analogous advantages to French tourists can avail themselves of triptics for the temporary importation of their cars into France.

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News Notes

A. S. Gilman, of Cleveland, drove his Winton Six to Cambridge Springs, Pa., and back an Labor Day, in 10 hours' running time, without any effort to make speed. An interesting feature of the trip was that the car carried ten passengers.

"I will certainly enter my car in the \$2,500 Winton contest this fall," says Mr. Gilman. "I should have done so in the first contest, and it would have been a prize-winner, too, for I have done 8,000 miles with practically no upkeep expense at all."

Bert Kain, chauffeur for A. W. Shaw, publisher of System, Chicago, who has driven a Winton car of every model from the lever-steer single cylinder of 1900 to the six cylinder of 1908, says:

"I have driven Winton cars 50,000 miles (odometer measurement), and my total time for stoppages in all that mileage for adjustments or repairs, tires excepted, has been less than three hours. That's a pretty good record for nine years."

The Wisconsin Automobile & Supplies Co. of Two Rivers, Wis., has completed its second motor truck, of friction drive type. After the truck is perfected, the company expects to carry on the manufacturing business on an extensive scale.

The Automobile Dealers' Association of Pittsburgh has elected officers for the ensuing year as follows: President, W. H. Murray; vice-president, A. L. Banker; secretary, Charles F. McLaughlin; treasurer, U. P. Moore.

INCORPORATIONS

Dover, Del.—International Autocab Co., with \$500,000 capital. Incorporators: F. P. Jones, F. W. Mills and E. J. Forhan.

Chattanooga, Tenn.—Burk Auto Co., with \$10,000 capital. Incorporators: Anton Pyron, T. W. Fritts, S. B. Elmore, Albert Rogers and W. H. Burk.

Denver, Colo.—Denver Automobile Service Co. Incorporators: J. W. Smith, R. J. Berdwell, W. V. Elliott, R. C. Hecox and Chas. H. Smith, Jr.

Indianapolis, Ind.—Motor Car Sales Co., with \$25,000 capital. Incorporators: B. W. Twyman, C. C. Hanger and C. O. Britton.

Indianapolis, Ind.—Southern Indiana Automobile Co., with \$30,000 capital. Incorporators: Harley Jackson, Wm. P. Masters, Fred Everback, Isaac Elbert and Clark B. Davis.



**"New York to Paris
Race Impossible
Without Weed
Chains"**

Says Schuster, the driver of the victorious Thomas.

**WEED CHAIN TIRE
GRIP COMPANY**

Moore Street, New York

The E-M-F. "30"
produced by the
"All Star Cast" has
scored a tremendous hit.

**DO YOU KNOW THAT
MORE**

Continental

Demountable Rims are sold than all others combined. Write for information.

CONTINENTAL CAOUTCHOUC CO.
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DOW TUBES

The Best Ever Manufactured

Do Not Deflate When Punctured

Safe -:- Give Exceptional Mileage

Economical

DOW TIRE COMPANY

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Mention "Automobile Topics" when writing.

Rainier

1908 Model D, 50 H. P.

New Factory, SAGINAW, MICH.

COMPLETE CATALOGUE NOW READY

RAINIER MOTOR CAR COMPANY

Broadway, cor. 56th St., New York

EISEMANN

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Automobile Calendar

September 15-30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 17-20.—Dutch Touring Run, under auspices of Automobile Club of Holland.

September 19.—English Reliability Run for small cars, under direction of the Manchester Automobile Club.

September 19.—Race Meet on Middletown Fair Grounds track, under direction of Motor Club of Harrisburg, Pa.

September 20.—Semmering Hill-Climbing Contest, under direction of the Austrian Automobile Club.

September 20.—Race Meet at Tanforan Park, San Mateo County, Cal., under direction of Olympic Athletic Club of San Francisco.

September 20.—Annual Hill-Climbing Contest of the Automobile Club of Bristol and Gloucestershire, England.

September 23-24.—24-Hour Sealed Bonnet Contest, under direction of Bay State Automobile Association.

September 24.—"Four Inch" Race for Tourist Trophy, under direction of the Royal Automobile Club of Great Britain and Ireland.

September 24-26.—Three Days' Run under the auspices of the Michigan State Automobile Association.

September 25-26.—Two-Day Race Meet at State Fair Park, Milwaukee, under the auspices of the Wisconsin State Automobile Association.

September 25-26.—New Jersey Good Roads and Legislative Convention, to be held at Atlantic City.

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September 27.—Chateau-Thierry Hill Climb.

September 28-October 8.—Fall "Scenic Tour" of the Automobile Club of America.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 2.—Automobile Track Race Meet in Poughkeepsie, N. Y.

October 2-3.—Second 24-hour Race Meet of Motor Racing Association at Brighton Beach, N. Y.

October 3.—Automobile Race for Grand Prix cars on Brooklands track, England.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 10.—200-Mile Road Race in Fairmount Park, Philadelphia, under direction of Quaker City Motor Club.

October 10.—Automobile Carnival and "Tour Around the World," in Morristown, Madison and Chatham, N. J., under direction of the Y. M. C. A.

October 10.—Motor Parkway Sweepstakes, on Long Island Parkway, under auspices of Vanderbilt Cup Commission.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 14-16.—Three-day Reliability and Endurance Contest, under direction of Cleveland Automobile Club.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

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Oil for every motor
Never gums
Of the best materials
Gets the most out of the engine
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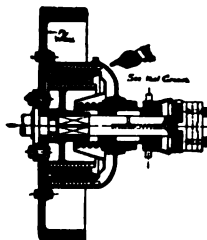
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Especially prepared flake graphite for motor lubrication. Increases H. P., saves wear, cuts mileage cost. Get booklet 11 G and sample.

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October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November 25.—Light Car Race on Savannah (Ga.) course, under direction of Automobile Club of America.

November 26.—400-Mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York.

January 23-30.—Annual Automobile Show in Philadelphia, Pa., under direction of the Automobile Trade Association.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Niles, general manager.

February 15-23.—Fifth Annual National Motor Boat and Engine Show in Madison Square Garden, New York.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers Association.

March 31-April 11.—Annual Monaco Motor-boat Meeting.

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First in the Hearts of All Motormen

Mosler Spit Fire PLUGS Lead the World

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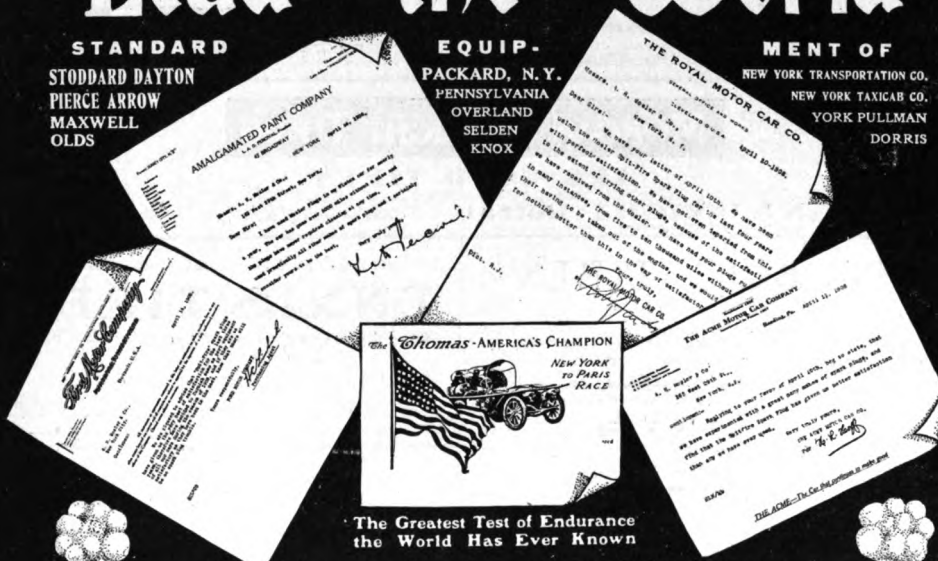
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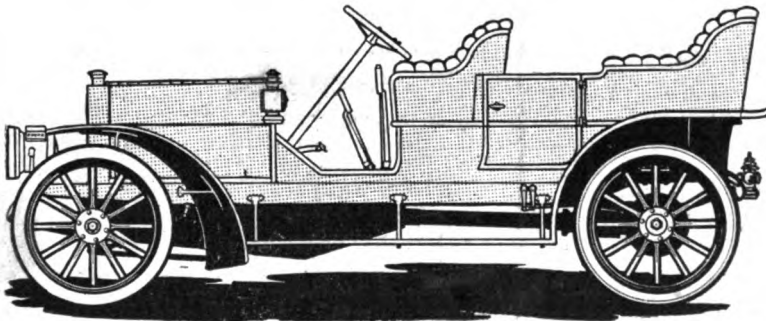
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Wheel base 110 inches, tires 34x4, weight 2,400, a car of **UNSURPASSED QUALITY** and **UNEQUALLED EFFICIENCY**. The best small car built in America **AND WE CAN PROVE IT.**

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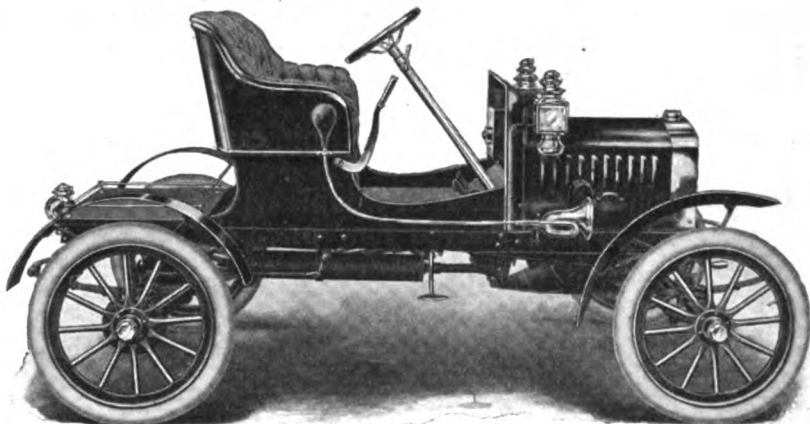
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As handsome a car as the heart of the most exacting motorist could desire; from cooler to tail light, gay, debonair, dapper and deft; every line indicating fleetness and power; eloquent of comfort and new-found pleasure in every mechanical detail—such is the new Maxwell Junior.

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Yet, though it is as cheap as the horse and buggy, what a difference in performance and genuine usefulness!

Instead of the eight-mile-an-hour pace to which the horse is accustomed, the Maxwell Junior is capable of speeding along at forty miles an hour. Instead of the $3\frac{1}{2}$ or 4 miles which constitute the average travel of the buggy horse, the radius of mobility is practically unlimited for the Maxwell Junior.

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MODEL H D**

Fully equipped with top, gas lamps and generator, coat rail, foot rest, etc. Wheelbase, 96 inches. **MAGNETO A PART OF EQUIPMENT.** Price, \$1,450, fully equipped. \$1,250, without top, magneto and gas lamps.

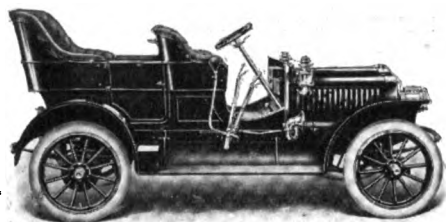
This model represents the car that has done much to popularize motoring in this country. With seating facilities for five and the wheelbase lengthened to 96 inches, Model H D will impress the buyer whose chief quest is simplicity of operation, economy in upkeep, reliability in the hardest possible kind of service. A car not too expensive for the business man and good enough for the millionaire.



**TWO-CYLINDER 20 H. P. "DOCTOR"—
MODEL DR.**

Equipped with top, gas lamps and generator, coat rail, foot rest, etc. Wheelbase, 96 inches. **MAGNETO A PART OF EQUIPMENT.** Price, \$1,350.

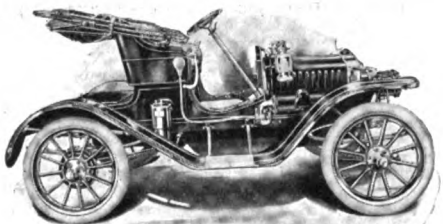
The chassis of this model is the same as that of Model H D, and the car has been dubbed the "Doctor," on account of its extensive use by physicians throughout the country. The ample carrying space in the rear appeals particularly to the country physician as well as to the traveling man who desires to carry luggage with him. The light weight of the body gives the car ample power to travel over rough roads and makes the "Dr." an excellent vehicle for use in districts where automobile travel is somewhat difficult on account of adverse road conditions.



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Equipped with gas lamps and generator, coat rail, foot rest, etc. Wheelbase, 104 inches. **MAGNETO A PART OF EQUIPMENT.** Price, \$1,750.

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**TWO-CYLINDER 14 H. P. RUNABOUT
MODEL L D**

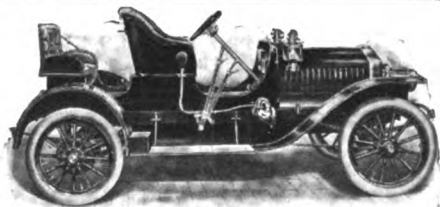
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Sixty per cent. of the contesting cars were fitted with the Truffault-Hartford, twenty per cent. using other makes, the balance not having any. Seventy-five per cent. of the cars Truffault-Hartford equipped finished with perfect scores.

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For Road Ability, For Low Cost of Upkeep,
For Comfortable Motoring,
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56 Miles in One Hour
(during the second hour).

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(the seventeenth and eighteenth hours).

1,029 Miles in 21 1-2 Hours
Simplex having been retired from
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FISK REMOVABLE RIM WITH INFLATED TIRE

Yet this speed facility is not, after all, the main feature in connection with this remarkable, new device. Its prime virtue is in being sane and safe mechanically. Under no circumstances can the tire be pulled off accidentally.

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Perfect lighting equipment played an important part in the

GREAT BRIGHTON BEACH TWENTY-FOUR HOUR RACE

The two winning Lozier cars both lowered the existing World's Record—the "Big Six" covering 1107 miles; the "Four," 1092 miles.

Says the Lozier Motor Company:

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EASTERN STATES SECTION

- 93—Philadelphia to Lakewood and Asbury Park.
- 96—Johnstown to Pittsburg.
- 98—Philadelphia to Washington.
- 99—Philadelphia to Hanover.
- 100—Hanover to Washington.
- 120—New York to Lakewood, via Newark and New Brunswick.
- 121—New York to Philadelphia, via Camden.
- 122—New York to Sag Harbor, via Long Island's South Shore.
- 123—New York to Orient Point, L. I., via Long Island's North Shore.
- 124—Philadelphia to Atlantic City.
- 129—New York to Philadelphia, via Newark, New Brunswick and Trenton.
- 131—New York to Lake Hopatcong.
- 134—New York to Schooley's Mountain, via Morristown.
- 135—New York to Lake Mahopac.
- 136—New York to Delaware Water Gap, via Plainfield and Somerville.
- 137—Delaware Water Gap to New York, via Port Jervis and Newburg.
- 147—Philadelphia to Delaware Water Gap.
- 152—New York to Pine Hill.
- 153—Pine Hill to Binghamton.
- 153-a—Binghamton to Bath.
- 154—Bath to Buffalo.
- 155—Buffalo to Auburn.
- 156—Auburn to Utica.
- 157—Utica to Albany.
- 158—Albany to New York.
- 159—Philadelphia to New York, via Trenton.
- 169—Gettysburg to Johnstown.
- 170—Johnstown to Pittsburg.
- 183—New York to New Jersey Coast Resorts.
- 184—New York to Port Jervis.
- 185—Port Jervis to New York.
- 186—Philadelphia to Cape May.
- 187—New York to Greenwood Lake.
- 188—New York to Lake Hopatcong.

WESTERN STATES SECTION

- 52—Cleveland to Pittsburg.
- 72—Kalamazoo to Detroit.
- 75—Rockford to Dubuque.
- 106—Cleveland to Columbus.
- 160—New York to Albany.
- 161—Albany to Syracuse.
- 162—Syracuse to Buffalo.
- 163—Buffalo, N. Y., to Ashtabula, O.
- 164—Ashtabula to Toledo, O.
- 165—Toledo, O., to Goshen, Ind.
- 166—Goshen, Ind., to Chicago.
- 173—Cincinnati to Bellefontaine.
- 174—Bellefontaine to Toledo.

SOUTHERN STATES SECTION

- 50—Louisville to Lexington.
- 101—Gettysburg to New Market, Va.
- 102—New Market to Natural Bridge, Va.
- 103—Staunton to Richmond, Va.
- 104—Richmond to Norfolk, Va.
- 105—Baltimore to Cumberland.
- 107—Baltimore to Washington, via Annapolis.
- 128—Philadelphia to Salisbury.

- 129—Salisbury to Norfolk.
- 171—Jacksonville to Rockledge.
- 172—Rockledge to Miami.
- 175—Philadelphia to Hagerstown.
- 176—Hagerstown to Wheeling.
- 177—Wheeling to Columbus.
- 178—Columbus to Lexington.
- 179—Lexington to Nashville.
- 180—Nashville to Chattanooga.
- 181—Chattanooga to Atlanta.
- 182—Atlanta to Savannah.

NEW ENGLAND STATES SECTION

- 36—Portland to Bar Harbor.
- 44—Boston to Troy.
- 93—Bridgeport to Pittsfield.
- 115—New York to Pittsfield (Inland Route).
- 117—New York to Pittsfield, via Poughkeepsie.
- 118—Pittsfield to New York, via Hudson, Newburg and Tuxedo.
- 119—Bridgeport to Pittsfield.
- 125—New York to New Haven.
- 126—New Haven to Springfield.
- 127—Springfield to Boston.
- 132—New York to Narragansett Pier and Newport.
- 133—New York to Pittsfield, via Bridgeport and Waterbury.
- 148—Boston to Bretton Woods.
- 149—Bretton Woods to Lowell.
- 150—Lowell to Lenox.
- 151—Albany to Springfield.
- 197—Pittsfield to Burlington.
- 198—Berkshire Hills to New York (Inland Route).

1906 GLIDDEN TOUR SECTION

- 84—Buffalo to Auburn.
- 85—Auburn to Saratoga.
- 86—Saratoga to Hotel Champlain.
- 87—Hotel Champlain to Montreal and Three Rivers.
- 88—Three Rivers to Quebec.
- 89—Quebec to Jackman.
- 90—Jackman to Waterville.
- 91—Waterville to Rangeley.
- 92—Rangeley to Bretton Woods.

1907 GLIDDEN TOUR SECTION

- 138—Chicago to South Bend.
- 139—South Bend to Indianapolis.
- 140—Indianapolis to Columbus, O.
- 141—Columbus, O., to Canton, O.
- 142—Canton, O., to Pittsburg.
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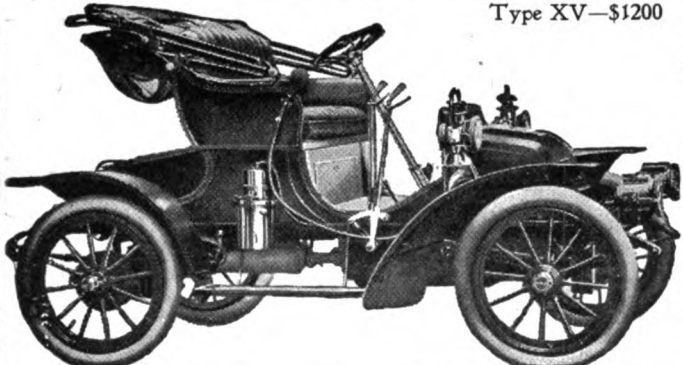
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Vol. XVI.

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No. 25.

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MONTAUK POINT'S STRANGEST SIGHT — AUTOMOBILES PARTICIPATING IN LAST WEEK'S MECHANICAL EFFICIENCY CONTEST

Automobile Topics

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THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

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T O P I C S

The most amazing of the disclosures made by the publication of the agreement between the American Automobile Association and the Automobile Club of America are the subordination of the former body and the prominent part played by the Long Island Parkway. It is no exaggeration to say that the agreement relegates the A. A. A. to the third place among American motoring bodies, and while that relegating may, and probably will, eventually be a good thing for motorists generally and the A. A. A. itself, it is the most astonishing as well as the most humiliating feature of the affair. In the agreement the A. C. A. is the party of the first part, and throughout the instrument the once powerful and all important A. A. A. is subordinated to the "local club," as some people have termed the A. C. A. The A. A. A. "recognizes and acknowledges" the A. C. A. to be thus and so, and admits its "sole and unqualified authority" in the matter of all "international" affairs, "including races and contests in the United States of America" —so runs the document. All that the A. A. A. gets is the calling off of the ban on the Vanderbilt race, but even this concession is obtained only by making that contest a "national" event and turning it over, after this year, lock, stock and barrel, to the Long Island Motor Parkway.

It is here that the Long Island Motor Parkway begins to figure. Both the Vanderbilt contest and the Grand Prize race, to be held this year at Savannah, are to be delivered to it. The A. A. A. is to turn over to a "corporation controlled by the Parkway the Vanderbilt Cup itself, upon condition that this corporation shall promote each year a "national" race. Thus the Parkway gets both races, and the A. A. A. is left with what? Why, merely with the control over "national" races, with the newly nationalized Vanderbilt Cup contest expressly removed from its guardianship. As all that is needed to transform a "national" to an "international" race is to make entry of one foreign car, it is easy to see that the A. A. A. is left at the mercy of any who want to put a spoke in its wheel.

The astonishing part is that anybody having authority to represent the A. A. A. should have signed this document. It is understandable only upon one hypothesis

—viz., that the signers, being possessed of common sense and some measure of acumen, signed with their eyes open and knowing that their action, *if approved*, withdrew the A. A. A. from the racing field and left it free to pursue the more important objects of its being. This, we believe, is the true explanation of an action that has dumbfounded all who have taken the trouble to read the text of the agreement carefully. It was a bold action—bold to the point of temerity. But Charles Thaddeus Terry and Robert P. Hooper, who acted for the A. A. A., have never been accused of undue timidity, any more than they have entertained any inordinate love for racing.

A catastrophe that at one time seemed imminent has been averted. We refer to the non-acceptance of the 24-hour records made at Brighton Beach week before last. Now that the American Automobile Association is out of racing (for that is what has actually happened, although some people do not seem to be awake to the fact even yet) its acceptance or rejection of records cuts no figure.

“The high-contracting parties” is the way the plenipotentiaries who negotiated the treaty between the American Automobile Association and the Automobile Club of America subscribe themselves.

In order to perpetuate the memory of the dirigible balloon, “Zeppelin,” the Germans have conceived the idea of converting the aluminum debris of the airship into coffee-spoons and also into medallions of Count Zeppelin. These souvenirs are to be put on sale at once throughout the empire.

What is the difference between an international race and a national race? Despite assertions to the contrary it is *not* the same as the difference between tweedle-dum and tweedle-dee.

From the pedagogic profession to the making of automobiles is the sheer descent—or ascent—made by a Kenosha school principal. Claiming that he cannot afford to continue to exist on the salary of a school teacher, he laid down his job and has entered a local automobile factory. “There is absolutely no future in the teaching profession; the motor industry has the greatest future of anything I know, and that’s why I have changed occupations. I do not think I shall ever be sorry for it,” he is quoted as saying.

That suspension by the A. A. A. of the participants in the recent “outlaw” race, at Brighton Beach, is still hanging fire. Judging by the events of the past week, it seems likely to hang fire for an indefinite period.

A nice question is up for decision in a Wisconsin town. It appears that a policeman came along and impounded an automobile which he found standing by the curb apparently deserted. When the owner came to reclaim it he found that the pound-master believed that he was entitled to \$20, the law prescribing a fee of 50 cents per animal in pound and the car being one of 40 hp.

Commissioner Henry Smith of the New York Park Department is very much put out over the decision of Justice Davis of the New York Supreme Court holding that the ordinance forbidding the use of tire chains on automobiles in the parks is

unconstitutional. He indulged in a long diatribe against the use of tire chains, in the course of which he uttered the threat that asphalt roads might be put down in the parks if the use of tire chains continued. He also indulged in a farrango of nonsense about the injury caused by chains and the enormous amount required to keep the roads in order, and asserted that only people who wanted to indulge in undue speed made use of such appliances as chains. He closed by saying that the Park Department was in favor of appealing Justice Davis' decision, and that the matter was now in the hands of Corporation Counsel. Well, if the Commissioner would give a little more attention to the things he knows something about and less to the effect of automobile traffic on park roads, it would be a good thing.

"Since the termination of the late unpleasantness existing between the American Automobile Association and the Automobile Club of America, it appears that the Vanderbilt Cup Race of 1908 will be a greater race than ever before," says the Ananias who is responsible for the publicity product of the Vanderbilt Cup Commission.

It will be a strange sight when Barney Oldfield makes his reappearance on the Brighton Beach track. Barney left that track for good and all several years ago, but strange things come about and this is one of the strangest.

A week ago everybody was asking "What does it mean?" referring, of course, to the A. A. A.-A. C. A. peace pact. Now everybody knows what it means—that is, except some of the A. A. A. officials and their supporters. They are still trying to learn what struck them.

It is related in a more or less veracious dispatch from Philadelphia that when two cars belonging to members of that city's best people started on a "race" to Newport, the spectators raised a cheer as the cars started up Broad street with their occupants urging the chauffeurs to their best speed. One can't help wondering where the police were, especially in view of the fact that the start was witnessed by a large number of people.

The white-winged dove of peace is in danger of being overworked.

It is related of a very prominent former motorist, who is now devoting most of his time to aeronautics, that he rarely, if ever, has to charge up to his expense account any items for gas—that very considerable expenditure which is analogous to the gasoline bill of the motorists—only more so. The way it is done is this: A friend or acquaintance, or perhaps an entire stranger, becoming desirous of making an ascension in a balloon will approach the aeronautic in question and express a desire to accompany him on his next ascent. Very graciously the desired invitation is forthcoming and the details of the trip are talked over. Then, as if an afterthought, the former motorist drops the remark that there will be an expenditure of, say \$25 for gas required during the trip, and as the latter is arranged chiefly for the benefit of the friend, or stranger, as the case may be, of course, the offer of the latter to defray this particular item of cost would be a most timely one. Usually the hint is taken and the desired offer is forthcoming, in which case the ascent is duly made. If the offer is not made there is no ascent.

Text of A. A. A.-A. C. A. Agreement

The anxiously expected and eagerly desired authoritative statement giving the terms of the agreement reached between the American Automobile Association and the Automobile Club of America last week, was forthcoming on Monday. Oddly enough, this statement did not emanate from either of the two organizations most directly concerned. Instead it was given out by an official of a third body—and one vitally, although somewhat indirectly, concerned in the matter. This was the Vanderbilt Cup Commission, and it was its publicity department which gave out the document, prefacing it with the following explanation:

"In order that the status of the race for the Wm. K. Vanderbilt, Jr., Cup, to be held over the Long Island Motor Parkway, October 24th, may be fully understood by the public and also by owners of foreign cars who wish to enter the event, Mr. Jefferson DeMont Thompson, chairman of the Vanderbilt Cup Commission, has sent out a statement which explains several things hitherto misunderstood on account of the varying announcements in the public press."

The following is the agreement made between the Automobile Club of America and the American Automobile Association which is given out by the former without comment:

THIS AGREEMENT, made this 11th day of September, 1908, by and between the Automobile Club of America, a membership corporation, created under the laws of New York, and the American Automobile Association, a corporation created under the laws of New Jersey, WITNESSETH:

I. That the American Automobile Association recognizes and acknowledges the Automobile Club of America to be the sole American representative and member of the International Association of Recognized Automobile Clubs, and that as such it is and shall be acknowledged and recog-

nized as the sole and unqualified authority for all international automobile affairs, including races and contests, in the United States of America.

An International race or contest is one which is announced or advertised as "International," or one which is open to entrants of America and foreign countries. Cars of foreign manufacture may be entered in a race or contest without making the same an "International" race or contest, provided, however, that such cars be owned and entered by American citizens, firms or corporations.

II. The Automobile Club of America agrees that after it has conducted the Grand Prize race at Savannah, in November, 1908, it will retire from the promotion of races, so long as International racing shall be conducted in the United States of America, under the sanction of said Club and in accordance with the rules of the International Association of Recognized Automobile Clubs, in as far as such rules shall apply to the race in question.

III. The American Automobile Association agrees to have changed the conditions of the Vanderbilt Cup race, proposed to be held on Long Island, in the fall of 1908, so that the same shall be a purely national race and not International in character, and in that event the Automobile Club of America agrees to remove all embargoes and disqualifications on such Vanderbilt Cup race, and the same shall be raced under the rules and conditions as now announced, except such conditions as would make it an International race, and the Automobile Club of America agrees to do everything in its power under these conditions to make such race a success.

IV. The American Automobile Association agrees that it will do everything in its power to make the Grand Prize race at Savannah, proposed to be held in November, 1908, a success, and to remove all embargoes and disqualifications against said race, and to use its influence in having as many American cars as possible to enter this International race.

V. That after the year 1908 the Automobile Club of America agrees to transfer, under a proper deed of gift, its Gold Grand Prize Cup to a corporation controlled by the Long Island Motor Parkway, Incorporated, upon condition that the said donee each year promote and conduct an

International race for the same, under the sanction of the Automobile Club of America and under the rules then existing of the International Association of Recognized Automobile Clubs.

VI. The American Automobile Association agrees that after the year 1908 it will have transferred to a corporation controlled by the Long Island Motor Parkway, Incorporated, the Vanderbilt Cup, upon condition that the said donee will promote each year a national race for the said cup, under the sanction and rules of the American Automobile Association for national races.

VII. The Automobile Club of America agrees to make no attempts to encourage other clubs to withdraw from the American Automobile Association.

VIII. It is hereby mutually agreed that the Automobile Club of America shall be the sole representative for the American Automobile Association for all foreign countries.

IX. This agreement shall be binding on both parties hereto until terminated, as hereinafter provided. It may be terminated on the first day of January in any year after January 1st, 1910, upon twelve months' previous notice in writing.

Sanction for Brighton Beach 24-Hour Race

"Outlaw meet" is a taunt which cannot be flung at the 24-hour race to be held at Brighton Beach track, New York, October 2nd and 3rd. The astute promoters of this event, the Motor Racing Association, have qualified it as an "international contest," and applied for and obtained from the Automobile Club of America a formal sanction. Appended is the correspondence which passed between the M. R. A. and the A. C. A. relating to the matter, the first letter being sent by Secretary W. C. Allen, of the M. R. A., to Chairman R. L. Morrell, of the A. C. A.:

"The Motor Racing Association is promoting a large international meet at Brighton Beach on October 2nd and 3rd, and it is being announced and advertised as an "International" race meet. Among the competing cars are three Italian, and two French cars and a numerous field of American built cars.

"As an International Meet, we hereby

apply for the written sanction of the Automobile Club of America, whose jurisdiction we fully recognize in all international races in America."

The application was promptly acted upon by the A. C. A. Contest Committee and sanction was duly granted, as follows:

"In answer to your communication of the 21st instant, asking the sanction of the Automobile Club of America for the International Race Meet to be conducted by your Association at Brighton Beach on October 2nd and 3rd, 1908, open to entrants of America and foreign countries, the question was submitted to a meeting of the Contest Committee of the Club held this day, and by resolution duly adopted a sanction is hereby granted you to conduct the said meet."

At its meeting the Motor Racing Association also adopted a resolution allowing its members to enter cars in the Motor Parkway Races, to be held Saturday, October 10th.

Oldfield May Drive at Brighton Beach

Efforts are being made to obtain Barney Oldfield as one of the attractions of the 24-hour race at Brighton Beach next week. It is planned to have him compete in a 10-mile match race against the Christie car, Oldfield to drive his

Stearns. It is also hoped that Oldfield will drive his car in the regular 24-hour event.

The track will be put in even better condition than before, and work will be begun on it at once.

Preparing for 24-Hour Race

Rain or shine the 24-hour race to be held on the Brighton Beach, New York, track, Friday and Saturday, October 2nd and 3rd, will be run. Announcement to this effect has been made by the Motor Racing Association and preparations for handling the meet on a larger scale than anything heretofore attempted are being pushed to completion. The ample stands at the track will provide shelter for the spectators in event of rain, while negotiations have been begun looking to even better camp arrangements than were provided at the last race. A special committee is working with a view to securing portable houses for the contesting drivers and their mechanics. This will mean absolute freedom from dampness in case of rain.

The work of the Pinkerton force was so satisfactory that their services will be again engaged for the next meet. Provision will be made for a much larger crowd than before by the addition of extra day and night shifts.

The unexpectedly large attendance at the last meet was the cause of a considerable congestion in the restaurant department, and there were times when the large force of waiters and attendants was entirely unable to meet with the rush at meal hours, the supply of food at times giving out unexpectedly.

Plans are being perfected to serve the public much better in this respect. Ample supplies and first-class service will be rendered. An excellent table d'hôte will be served at certain hours, and between times meals will be served à la carte, with good accommodations for the record crowd which will be in attendance.

Better illumination will be installed at the next meet; the powerful 2,500 candle-power lights will be spaced sixty feet apart, practically illuminating every foot of the track, so that any car will be continuously in sight, and can be easily followed at the most distant points from the public grand stands.

Changes Proposed in International Racing Rules

From Italy comes the first move in the matter of revising the racing rules now in effect among the clubs forming the Association of Recognized Automobile Clubs. The Marquis A. Ferrero Ventimiglia, president of the Automobile Club of Italy, has sent to the Automobile Club of America suggestions for a revision of the International rules at the coming meeting of the International Association of Recognized Automobile Clubs, which will meet in Paris on October 11.

He proposes to limit the cylinder bore to 130 mm. The arguments in favor of this limitation are that, although there exist types on the market larger than 130 mm. bore it would be

better to limit the maximum to this measurement, because there is an opportunity to leave a sufficiently strong difference between the 155 mm. bore of cylinder of racing cars and of the 130 mm. bore proposed. It is also held that owing to continual improvements the power obtained from a 130 mm. bore motor is already sufficiently great.

These suggestions have been forwarded to each American manufacturer and manufacturers' association with a request that their views be forwarded to the club's technical committee in order that the club's representatives may lay the American manufacturers' views before the International Association.

No Suspension of Drivers Yet Made

A breathing spell has again been given the drivers, etc., etc., in the recent 24-hour race at Brighton Beach track, N. Y. They were not suspended at the special meeting of the Racing Board of the American Automobile Association, held Wednesday, although it was given out that something would happen in this connection. The official statement given out after the meeting shed a flood of light on the subject, as will be seen:

"No action regarding the status of drivers who recently took part in the unsanctioned 24-hour race at Brighton Beach was taken yesterday at a special meeting of the Racing Board of the American Automobile Association.

"The meeting adjourned after a two-hour session, and it was announced by

Mr. Jefferson DeMont Thompson, who presided, that another meeting will be held later to consider the possible reinstatement of these drivers and participants in the unsanctioned race."

The following information regarding the Vanderbilt race was also given out:

The Board decided to amend the rule relative to the use of tires, permitting entrants in the Vanderbilt Cup race to use any make of tire they elect.

A few details regarding the Wm. K. Vanderbilt, Jr., Cup race and the Long Island Motor Parkway Sweepstakes event were discussed at the meeting. It was announced that twenty-two gallons of oil has been ordered spread on the fourteen miles of county and State roads included in the Vanderbilt circuit. This is more oil that has ever been placed over the same space for an automobile race, and it will insure a dustless circuit.

More Entries for Grand Prize Race

The formal entry of 3 Benz and 2 Mercedes cars in the Grand Prize race of the Automobile Club of America, to be run at Savannah, Ga., November 26, has been supplemented this week by five others—3 foreign and 2 American. The former are the 3 Fiats which the Automobile Club of Italy was known to be preparing to enter, while the other 2 were a B. L. M. and an Acme.

The B. L. M. car was entered by R. W. Buckley, Jr. This is the 110 hp. car that was built for the 1906 Vanderbilt race and failed to run. It has been overhauled and is now said to be in good shape, and to have made a mile in 32.2-5s. recently. It has a bore of 6 inches. The driver will be Thomas Williams, who has had some experience in track racing. The Acme is a special car, with a stock motor with six 5x5 cylinders.

It is announced that entry of a Matheson car will also be made. The Matheson Motor Car Co. is building a special

car with a cylinder bore of 6 1-10 inches for the race.

For the Light Car race, to be run on the day preceding that set for the Grand Prize contest, 3 Maxwell cars have been entered. It is understood that one of these cars will be driven by C. W. Kelsey.

The date of closing of entries is November 1.

Sweepstakes Entries Coming In Rapidly

Entries for the \$5,000 Sweepstakes race, to be run as the inaugural event on the Long Island Motor Parkway on October 10, are coming in at a good rate. More than a score have been received, it is stated, and it is expected that several times this number will be received in addition.

The roofed grand stand, with its capacity for holding 5,000 people, and located on one of the main straightaway stretches of the parkway, is nearly completed.



Efficiency Run Results Announced

At a meeting of the Contest Committee of the New York Automobile Trade Association on Tuesday of this week, the results of the two-day's mechanical efficiency run to Montauk Point, L. I., on Sept. 13 and 14, were announced. The detailed account of this run was given in last week's issue of AUTOMOBILE TOPICS.

In the contesting division the following cars received clean scores both mechanical and in the time schedule, and will be awarded first class certificates and medals to the drivers: No. 1, Cadillac; No. 3, Maxwell; No. 5, Mora; No. 6, Reo; No. 7, Rainier; No. 8, Rainier; No. 9, Mitchell; No. 10, Apperson; No. 11, Reo; No. 12, White; No. 14, Chalmers-Detroit; No. 15, Oldsmobile; No. 20, Züst; No. 21, Acme; No. 22, Ford; No. 25, Stevens-Duryea; No. 29, Stevens-Duryea; No. 30, American Locomotive; No. 31, American Locomotive Taxi-cab; No. 34, Stoddard-Dayton; No. 35, Mitchell; No. 40, Pullman.

In the touring division the following

cars were marked for clean time schedules, and the winning drivers will receive medals for their performances: No. 2, Haynes; No. 16, Oldsmobile; No. 36, Maxwell; No. 13, Lancia; No. b1, F-H Motor-cycle, special mention for arriving at Montauk on the first day with a perfect time score.

In the contesting division, No. 4 Maxwell was disqualified for taking the wrong road from Montauk Point lighthouse back to Montauk on the second day, which really added three more miles to its running score. The Maxwells, however, made perfect scores otherwise during the two days, both mechanically and on the time schedule. Car No. 18, Stevens-Duryea, entered by a private owner, was penalized 105 points for ignition troubles, its total score at the finish being 895 points out of a possible 1,000. Mitchell, No. 26, was penalized 125 points, making 875 points out of a possible 1,000, an oil feed pipe having become clogged, which caused some trouble with the connecting rod bearings.



CHECKING STATION AT LYNBROOK

The following cars dropped out of the run at various places, but finally reported at the clubhouse of the Automobile Club of America after the time

limit had expired: No. 28, Lancia; No. 32, Brush; No. 24, Stevens-Duryea; No. 33, Stoddard-Dayton, and No. 37, Autocar.

Big Demand for Electric Vehicle Space

The show committee of the Association of Licensed Automobile Manufacturers met Tuesday and allotted space to exhibitors in the commercial vehicle section. This exhibit will be a much more important one than in the past, both in respect to quantity and quality of vehicles shown. It was given out that owing to the unprecedented demand for space by exhibitors of electric automobiles it was necessary to postpone allotment of space in this division in order to arrange for the necessary room, if possible.

The committee took up the matter of electrical effects for both illumination and decorative purposes, with the idea of introducing novel features, which will result in an advance over past attempts.

Arthur N. Jervis was again appointed Press Agent of the show. The headquarters of the committee during the show will be the Hotel Breslin.

The contract for the placing of the show advertising for the ensuing year was awarded to Lord & Thomas.

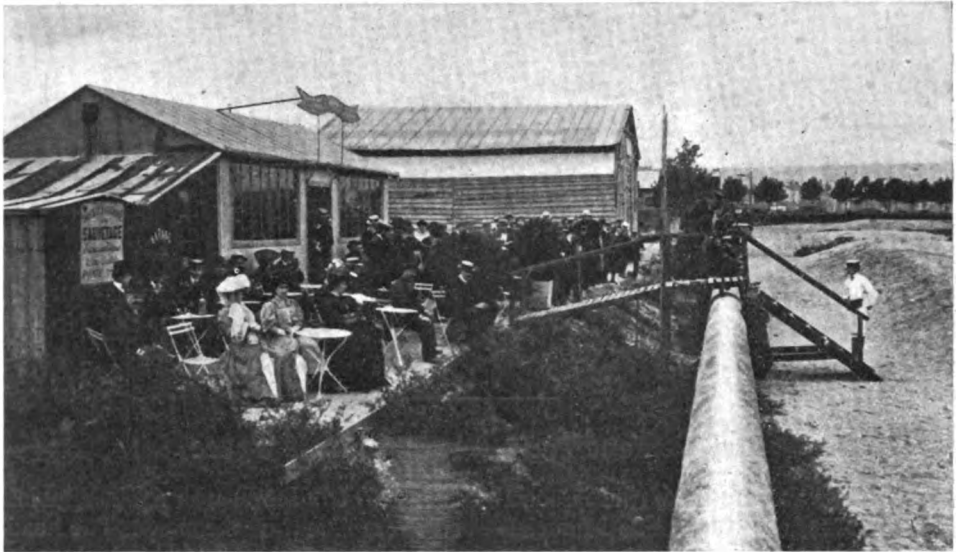
The Motor Club of Harrisburg, Pa., held its second annual fall race meet on the fair grounds track at Middletown, Sept. 19. Although there were a number of events on the card, but three cars were entered, and therefore the racing was not very spirited.

Two automobiles, both fitted with Continental tires, will be presented to the Emperor of Austria to commemorate the sixtieth year of his reign.

Orville Wright Has a Narrow Escape from Death

Just when success after success had attended the epoch-making flights of Orville Wright, a catastrophe as sudden as it was overwhelming occurred and resulted in the instant death of a companion, Lieut. Selfridge, and the severe injury of Wright himself, to say nothing of the almost total destruction of the aeroplane. All this occurred at Fort Myer, Va., where the previous

The accident happened after the men had been in the air about five minutes and had traveled the circuit of the parade ground three and one-half times. The direct cause was the breaking of one of the propellor blades. These had been installed the day before, replacing the ones Wright had hitherto used. The old ones were a trifle shorter, and the change was made so that two peo-



AERONAUTISTS AT ISSY (FRANCE) WATCHING A FLIGHT

flights had been made, on Wednesday, September 23. Fortunately, Wright escaped with his life, and is now in a fair way to recover.

Previous to the fatal flight Wright had made no ascensions for several days owing to the unfavorable weather conditions. When he came out on to the parade ground after his forced rest and announced his intention of taking Lieut. Selfridge along as a passenger, the spectators all looked for another of the record sailings, which had marked Wright's experiments of the days before.

ple could be carried with greater ease. Evidently the strain on the new blades was too great.

However, this may have been the left propellor blade was seen to drop while the aeroplane was just beginning its turn to the left over the shed which houses it.

The machine was perhaps one hundred feet from the ground at this time. It descended a little, and, the curve was continued beyond the aeroplane shed and between it and the Arlington Cemetery wall. Everything appeared as usual—possibly one person in ten had

seen the piece of propeller drop and wondered what it was—when, suddenly, noiselessly and absolutely without warning, the machine tilted, hesitated in the air, turned completely over and fell. It revolved apparently once about its own centre and for an instant—

which seemed an hour—it appeared about to alight on its own skids. But it was turning too fast, and just before it struck the ground the nose pointed downward, and the whole machine was crushed. Wright is being cared for by the Government.

New World's Aeroplane Record

Another world's record aeroplane flight has been accomplished, this time in France, however, although the credit of the event belongs to an American in an American machine. Wilbur Wright, brother of Orville Wright, who most unfortunately met with an accident a short time ago, is the record-breaker, his flight extending for one hour, 31 minutes and 25 4-5 seconds.

The flight was witnessed by the American ambassador, Henry White, and thousands of other spectators, who went wild with enthusiasm over the magnificent performance.

It at first appeared that the wind, which was blowing in fitful gusts,

would make anything like a lengthy flight impossible. Wright tried three times to start his machine, but each time it failed to rise. Finally he changed its direction and then it soared gracefully. It glided round and round the field in wide circles, rising and falling, sometimes being more than fifty feet high and again only twenty-five. Sometimes it became lost to view in the evening mist.

As night closed in the temperature became chilly. Wright found it difficult to manipulate the levers, and fearing an accident to the machine, he descended gracefully. Wright is the European hero of the day.

Piano Sales and Automobiles

How pianos can be sold through the use of an automobile as a means of transportation is told by a Wisconsin man. Edmund Gram, of Milwaukee, regarded as the leading piano dealer of the State, has come to be one the most enthusiastic owners in the city.

Mr. Gram owns a Pope-Toledo car, and each week the machine makes three or four 100-mile trips into the interior of the State. He estimates that since May 1 he has sold \$15,000 worth of pianos by means of the car, and says that it is the best thing he has found for getting close to all classes of people, rich, poor and well-to-do, saving time, and great expense.

He formerly used horses, but could

make only comparatively little mileage in one day, and hotel bills made a big item. Now he can send the car, or go himself, and get back in one day. He sometimes covers 100 miles in one day.

A Demonstration for Russian Sceptics

On September 5, M. M. Nagel, Lebedeff and Efron started from St. Petersburg for a long trip in a 24-30 hp. Brasier provided with Russian pneumatic tires. It is their purpose to cover over 6,000 miles, since their itinerary includes Riga, Koenigsberg, Berlin, Brussels, Paris, Nice, Milan, Venice, Vienna and Posen. Their vehicle is a simple touring car, and they take no mechanic along.

Commissioner Smith is a Hard Loser

An appeal from the tire chain decision of Justice Davis of the New York Supreme Court, will be made if Commissioner Henry Smith of the Park Department has his way. Commissioner Smith stated that the subject is now entirely in the hands of the Corporation Counsel, and said by way of addition:

"When I appealed to the Corporation Counsel's office in regard to the use of chains on tires, an ordinance was passed which failed to please persons interested in automobiles. A test case was instituted, and Justice Davis handed down a verdict against the ordinance, which forbade the use of chains on autos in the city's park. I personally had no chance to present my arguments or evidence. I wish the subject could be decided for all time.

"The chains on the tires tear the park roads to bits. There can be no doubt of that. Studded and armor tires on park roads are sufficient to prevent skidding, and chains are used only for machines that burn up the roads. The furthest thing from my wish is to meet the conditions by laying asphalt roads,

which would destroy the character of park roads, but the city's taxpayers will have a fearful expenditure making repairs on the present roads that will be ruined by the tires with chains.

"Justice Davis takes occasion to criticize the park roads as slimy after rains. We have hard roadbeds that make traveling in motor cars safe and easy when there is not too much stress by speed. New Yorkers who use the park for recreation driving find no fault with the ordinance barring chains. The objections come mostly from people who use the Park as a convenience, many of whom do not live in New York. They race their cars at seventy-five miles an hour through the city, and have no consideration for the rights of others.

"Justice Davis's decision has gone into effect. I do not know whether an appeal will be made, but hope so. I should think the taxpayers would be interested, as it is certainly going to cost a large sum to keep the Park roads in condition if the use of chains on automobiles is to be permitted generally."

Zust Car Finally Reaches Paris

The last chapter in the drama entitled "The New York-Paris Race" came to an end last week when the Zust car reached Paris. It was shortly after noon on September 17th when the car came to a stop in front of the office of Le Matin. The arrival of the car had been heralded, and there was a huge crowd in the streets to see the Italians finish. Scarfoglio and Haaga, Baron Scheinvogel, and his mechanic were received in the Matin office, as the crews of the other cars had been received, and were lavishly entertained by their countrymen later.

The delay of the car in arriving was

due to an accident encountered on the road between Berlin and Paris. The car started from Berlin eight days earlier, but near Apolda was overturned and the men thrown out and badly hurt. All spent several days in the hospital before they were able to proceed into Paris, and all show the effects of the accident plainly.

Scarfoglio, especially, is badly marked by face wounds. He announced that he intended to remain in Paris for a few days, and then proceed to London, taking the car with him.

The race committee will meet shortly to award the prizes.

Dixie Makes Great Speed

Without a doubt the greatest sensation of the motor-boat carnival which has been in session this week on the Hudson River, under the direction of the Colonial Yacht Club, occurred on

Vim. Each boat was sent three times with the tide and three times against it. The Dixie's fast mile of 1 m. 54 4-5 s. was made with the tide. On her six runs she averaged 2 minutes 3 seconds,



THE DIXIE II. IN ITS VICTORIOUS FLIGHT

Monday, September 21, when Commadore E. J. Schroeder's powerful Dixie II captured the nautical mile race in 1 m. 54 4-5 s. This is at the rate of 31.30 nautical or 36.08 land miles an hour.

The trials were held over the navy nautical mile on the river, located between range poles on the eastern bank about 115th street, and running south to similar poles near Ninety-first street. Each boat was required to make six runs in alternate direction, with and against the tide, the mean of the speeds of the several runs being recorded as the speed of the boat.

Three boats took part in the trials: E. J. Schroeder's Dixie II, J. H. Hoadley's Den and George F. Baker, Jr.'s,

which figures out 29.26 nautical miles or 33.70 statute miles an hour. The Den averaged 2 minutes 31 seconds a mile and the Vim averaged 3 minutes a mile.

Dixie II scored her second victory of the week on Wednesday, when she won the free-for-all race over a 30-nautical-mile circuit, beating her only competitor, Den, by 17 minutes, 8 seconds. Dixie's time for the 30 miles was 1 hour, 6 minutes and 51 seconds.

Will Manage This Race Also

Mills & Moore, who conducted the recent 24-hour race of the Motor Racing Association with such success, have been engaged as managers of the 24-hour race to be held October 2 and 3.

Novel Features of Cleveland Run

CLEVELAND, O., Sept. 25.—Although no one has as yet started after entries in an earnest manner for the Cleveland Club's reliability contest, October 14, 15 and 16, a number have been definitely promised, and it looks as though the event would be a success from start to finish. A Stearns, three Maxwells, a Stoddard-Dayton, an Oldsmobile and a Regal have been definitely promised, while the White Co. will put in a press car anyway, and probably a competing car. It is planned to so conduct the run that the cars will stop in all small towns along the way, where addresses will be

made to the farmers by prominent Clevelanders on the subjects of good roads, the relation of the farmer to the motorist, the dust evil and many other similar subjects.

Several days before the contest is scheduled to pass through the towns along the way, the fact will be advertised in the local country papers. This, it is thought, will not only have the effect of drawing a crowd to see the cars when they stop, but it will also help clear the roads of small children, dogs, chickens, ducks, shy horses and other quadrupeds and bipeds.

Garage on a Steamer

There will be no lack of special accommodations on board the steamer City of Savannah, which the Automobile Club of America will use for its cruise to Savannah for the Grand Prize race on Thanksgiving Day. The entire lower deck of the steamer which the club has chartered for the use of its members and guests to and from the race, is to be converted into a floating garage. Parking space for thirty cars has been arranged, and a system of racks devised to prevent the running amuck of the cars in the event of young seas being encountered.

Special accommodations are provided for the chauffeurs so that the owner can step directly into his car from the boat and be whizzed to the space reserved for him in front of the grandstand.

It is also intended to embark a special chef and a private commissariat.

The boat is to leave on the Saturday preceding Thanksgiving, immediately after the Harvard-Yale football game, and is expected to land its passengers early Tuesday morning. The home-

ward trip is to be timed so as to end Monday morning in time for business.

Nearly a hundred members have already reserved passage, among them are E. H. Gary, President of the Club, and John Jacob Astor, member of the Board of Governors, both of whom cabled their booking from Europe.

Expect Many Entries for Indianapolis Run

INDIANAPOLIS, Ind., Sept. 21.—Between 75 and 100 entries are expected for the two-days' sealed bonnet endurance run to be made under the auspices of the Indianapolis Automobile Trade Association, October 1-2. Frank Staley, president of the association, and Geo. Weidley, chairman of the Technical Committee, went over the proposed route last week.

The run will be to French Lick and return. The first day's run will be 131½ miles and the second day's run 122.2 miles. Rules that governed the recent Glidden tour will be used. There will be three classes, running 18, 16 and 14 miles an hour respectively.

Palace Show Allotment Dates

Chairman H. O. Smith, of the American Motor Car Manufacturers' Association's Show Committee, announces the following dates for drawing and allotment of space for the Ninth Inter-

Thursday, October 8, at 5 p. m. A meeting of the Committee of Management of the A. M. C. M. A. will be held Tuesday, October 6, at 10 a. m. The A. M. C. M. A. Show Committee



ENTRANCE TO THE PALACE AS IT WILL APPEAR DURING SHOW WEEK

national Automobile Show, which opens New Year's Eve in Grand Central Palace, New York: A. M. C. M. A. members draw Thursday, October 8 at 10 a. m.; allotment of space to motor car builders not members of the A. M. C. M. A. Thursday, October 8 at 2.30 p. m.; allotment for accessory makers not members of the Motor and Accessory Manufacturers' Association,

will meet Tuesday and Thursday, October 6 and 8 at 10 a. m.

All applications for the Grand Central Palace Automobile Show must be at the headquarters of the A. M. C. M. A., 29 West Forty-Second street, New York, by October 1. All applications received up to this date will be treated alike, while applications received after that date will be given consideration.

Decoration Plans for Grand Central Palace

The costliest, and likewise the best, of four designs submitted to the show committee of the A. M. C. M. A., has been practically accepted for decorating the Grand Central Palace on the occasion of the Ninth International Automobile Show which opens on New Year's Eve. The successful concern is the S. R. Ball Co. and its plans will transform the Palace, inside and out, so that its oldest patron will hardly recognize it. Those who have seen the preliminary plans declare it should be called the "Great White Show," for there will be much that will make that name permissible.

While the full specifications are not given out, it may be stated that the scheme is of the early English period, having pillars and balconies, the construction being stucco and beam work. The main galleries will be white with sap green relieved by gilt signs. The ceiling of the main auditorium will be covered with a fabric of Italian sky blue, while at the end of the auditorium will be placed mirrors, and a garden with natural plants and statuary. The paintings to run entirely around the balconies will be created from scenes in recent automobile contests.

Probably the greatest change will be in the outside of the building, the porte cochers being treated with handsome cast figures, balustrades, electric signs and a larger and handsome decorative painting, the whole brilliantly illuminated by search lights, that will advertise the presence of the show when spectators get within three or four blocks of the big Lexington Avenue building.

Particular attention is being paid to the accessory division, an entirely new plan of silkline back draperies being outlined with a unique electric sign arrangement and satin banners.

Instead of the usual denim floor, the

floors will be covered with a heavy fabric padded underneath. For the sign work, both accessory and automobile exhibitors will be supplied with glass signs with pennants, within which are electric lights, the whole mounted upon ornamental pillars.

The specifications call for ten statues throughout the building, each six by eight feet high, while more than 10,000 electric lights will be used in the new chandeliers and other decorative lighting. The final details will be settled upon at the meeting of the A. M. C. M. A. Show Committee to be held on October 6. At that time the Committee will make the allotment of space, as all applications for space to participate in new chandeliers and other decorative in the Committee's hands prior to October 1.

Gymkhana Races at Stroudsburg

An interesting feature of the Monroe County (Pa.) Agricultural Society's Fair held at Stroudsburg last week was a series of gymkhana automobile events. Included among the events, which were heartily enjoyed by the fair attendants was an obstacle race, a potato race and a backward race.

Reliability Run for Delaware Motorists

WILMINGTON, Del., Sept. 19.—A 70-mile roadability run is scheduled for next Saturday by the Delaware Automobile Association. The first car will start from the Court House, this city, at 12 o'clock. The route is through Coatesville and Kennett Square, Pa.

Entries for the Vanderbilt race close November 1, and those for the Sweepstakes event on November 3.

Novel Poster Effects for Palace Show

Some decidedly new effects in posters have been achieved by the American Motor Car Manufacturers' Association in preparation for its forthcoming Ninth International Automobile Show, which opens in the Grand Central Palace, New York, on New Year's eve. One of these is a half-sheet pos-

ter in which eight distinct colors have been made use of to bring out a harmonizing color scheme, showing an inside view of the Palace. In the foreground, in radiant evening dresses, are the figures of two women, who are shown gazing upon an automobile exhibit. A big red touring car and a lim-

ousine stand out most prominent, and streaming down upon the cars from the dome is a dazzling ray of light, apparently thrown from a powerful cluster of electric lights. The poster is the work of the American Lithographic Company and is pronounced by that concern to be one of its masterpieces. The predominating colors are red, blue, yellow, purple and green, with the usual white and black effects. The poster has been so arranged that no printing is placed on the pictorial section, which can be cut from the poster and framed, making a beautiful den picture.



NEW SHOW POSTER OF A. M. C. M. A.

ter in which eight distinct colors have been made use of to bring out a harmonizing color scheme, showing an inside view of the Palace. In the foreground, in radiant evening dresses, are the figures of two women, who are shown gazing upon an automobile exhibit. A big red touring car and a lim-

A. C. A. Takes Space in Palace

The Bureau of Tours Committee of the Automobile Club of America has taken space at the Grand Central Palace Show, in which will be shown a specimen tourist's room for hotels and which also will be the headquarters of the club during the big exhibition. A. L. Westgard, Secretary of the Committee, will be in charge of the exhibit. Road signs and other data used in connection with the club's work will be shown.

Guy Vaughan to Become a Benedict

Announcements are out for the wedding of Guy Warner Vaughan, the wellknown racing driver, to Miss Helen Knapp, the daughter of Mr. and Mrs. John Augustus Knapp, of New Rochelle, N. Y. The event will occur October 8th.

Davis is Now With Pierce

George N. Davis, formerly publicity man for the E. R. Thomas Motor Company, has gone with the Geo. N. Pierce Company in a similar capacity. Davis is a man who knows his business.

Y. M. C. A.'s Motor Boating School

So successful was the Motor Boating School of the West Side Young Men's Christian Association of New York, conducted last year, that the course will be given again this Winter for the benefit of owners, prospective owners and those who wish to become "water chauffeurs."

During the second year, under the instruction of a number of experts, the class of over one hundred students not merely learned all about gas engine management and practical handling of a boat, but actually built, from keel to deck, a twenty-one and a half foot motor boat, "The West Side." The class in construction, under H. W. Patterson, of Charles L. Seabury & Co., after a series of lectures on the theory of boat building, given by Dr. Patterson and partly by special lecturers, including men like Louis Nixon and Clinton H. Crane, finally laid out the lines of the boat on a shop on the fifth floor of the building, and early in the summer had the pleasure of launching the craft out of a window of a skyscraper. The new boat was then used for teaching boat handling on the nearby rivers and bays.

During the coming Winter, beginning Oct. 12, there will be no shop work in actual boat building. The course in theory of boat construction, however, will be given again by Mr. Patterson, assisted by an even stronger corps of expert lecturers from the great marine engineering firms. The time saved from the boat building will largely be put in in the special gas motor laboratory course given by George E. Hackett, M. E., and in river practice.

In the engine course, Mr. Mackett will deal in the laboratory with the following topics:

I. The Theory and Thermodynamics of Gas Motors.

Gasolene and its vapor, explosive and non-explosive mixtures.

Carburetors. Different types, drip and float feed, various methods of carburizing.

Compression; Cards.

Horse power; Thermal efficiency.

Fuel Consumption.

Perfect and imperfect combustion.

Explosives in exhaust and supply pipes.

Causes of explosions.

Back pressure; Scavaging.

Cold and hot cylinders.

Early and late explosions.

Pounds, their cause and effect.

II. Mechanical Features and Detailed Design.

The Engine: Horizontal, single and multiple cylinder, opposed cylinder type; Vortice, single and multiple cylinder designs.

The Cylinder, Piston, Connecting Rods, Wrist Pin, Piston Rings, Bushings and Bearings.

Valves: Mechanically and automatically operated.

Various Systems of Cooling, air and water.

Water Circulating Pumps: Rotary gear and centrifugal.

Engine Speed Control: Throttle and spark, and hit-and-miss.

Horse Power.

Mechanical Efficiency.

Lubrication.

III. Electric Considerations.

Generating: Batteries, dry, liquid, storage dynamos and magnetos.

Transforming: Primary and secondary coils.

Igniting: The jump spark, make-and-break. Mechanical sparking devices. High and low tension.

Spark Timers or Commutators: Single and multiple.

Corrosion of ignitor points: Testing system.

The lessons in practical boat handling will include the following topics:

Getting under way—engineers' signals—rules of the road—right of way—whistle signals—handling boat under various conditions—anchoring—mooring—making landings—tying simple knots and handling lines—charts—compass—lead line—protecting and caring for engines—emer-

gency repairs—locating engine failures.

The engine of the boat will be "queered in different ways and the students will be required to locate and cure the trouble. It is hoped that this course will, by teaching men how to act in emergency, reduce the number of accidents in motor boats resulting either from sheer carelessness or ignorance.

The Motor Boat School is designed particularly for owners, prospective

owners and engineers, to whom the course aims to give enough technical information to enable them to select their boats intelligently and to handle them so as to get the maxims of efficiency and endurance from them. This course has been generously supported by many of the leading motor boat manufacturers, who have contributed engines and quantities of experimental apparatus to the school.

Hartford Prepares to Celebrate Its Bridge Opening

It is planned to have the automobile play a conspicuous part in the three days' celebration at Hartford, Conn., early next month, when the fine new stone bridge over the Connecticut River is dedicated. The arrangements have been placed in charge of C. H. Gillette and H. P. Maxim, and these experienced motorists are planning to have some unusual features in connection with the affair.

It is proposed to have an automobile parade in which the touring cars will form one division and runabouts and electrics another. This section will be followed by the historical and the trade divisions. Each division will be separate and headed by a marshal carrying a division flag and accompanied by a bugler.

The decorations of the cars will be given special attention. Flags, bunting, electric lights, canopies and figures will undoubtedly play a prominent part. It is also expected that there will be some comic effects.

All cars will be plainly numbered and there will be a program issued showing the name of the owner and the make of each car. This will make the parade very interesting for the reason that it will be possible for everyone to know all about the various cars that will be assembled. The historical cars will carry the name and year of manufac-

ture, while the trade cars will carry the name and other advertising matter.

For the historical division the local manufacturers will have a complete line of all the various models which they have produced. Other noted and special cars that will be in line and which have been secured through the efforts of H. P. Maxim are the first Locomobile ever manufactured, an electric and a gasoline car of 1896 model, manufactured by the Pope Mfg. Co. Motor Carriage Department. Perhaps the most interesting of all will be Seldon's original model. Unfortunately, this car will not be propelled by its own power, because of the great noise which is caused by its engine. It will either be towed or carried on a float.

The manufacturers' and dealers' display will consist of floats suitably arranged, so as to set forth the products manufactured or handled by them.

The trade and historical divisions will parade in the afternoon of October 7 in the big industrial parade and also in the evening.

Invitations which have been extended to out-of-town automobile clubs have been accepted by the organization in the following towns, and a large delegation of enthusiastic automobilists is promised from Bridgeport, New Haven, New Britain, Meriden, Willimantic, Norwich, Waterbury and Springfield.

An Automobile Tour Around the World.

Under the auspices of the International Touring Co., the Automobile Carnival and Tour Around the World referred to in these columns a short time ago, will be held, participated in by prominent residents of Morristown, Madison and Chatham, N. J. The affair is set for October 10th from 2 to 9 p. m., and the following beautiful homes will be decorated, each as a foreign country: C. F. Blanchard, Morristown, as Berlin, Germany; L. B. Tompkins, Morristown, as Constantinople, Turkey; C. M. Decker, Madison, as Yokohama, Japan; James H. McGraw, Madison, as Madrid, Spain; James M. Gifford, Chatham, as Pekin, China; Calvin F. Wheeler, Chatham, as Washington, D. C., U. S. A.

There will be at least 100 persons dressed in costume representing each country. At Germany you will be served with kaffee and you will hear the um, tum, tum of the German band and will also be able to partake of liquid drawn from the wooden cask and served in steins.

At Turkey you will have a chance to see the beautiful Arabian horses belonging to Homer Davenport. You will also be served with all kinds of Turkish novelties, as the entire place will be decorated as a midway lined on either side with Turkish booths.

As you leave Turkey, you may stop at Yokohama and there be served with delicious tea and rice wafers baked in the Oriental style by real Japanese. The beautiful home of Mr. Tompkins will be one mass of chrysanthemums and lighted at night with hundreds of Japanese lanterns. At Pekin, China, dainty Chinese maidens will serve you with chop suey for 25 cents a portion. At Washington, D. C., you will receive the welcome, "De-e-lighted," by the President, who will point out to you the fol-

lowing features: a booth where Puritan maidens will separate you from any small change you might have; a Grand Army encampment; a gypsy encampment and numerous attractions typical of this cosmopolitan country.

The tour of fifteen miles will be made in automobiles, stop-over privileges allowed at each station. The entire cost of the trip will be, adults \$1, children 50 cents.

Following is a list of the officers of the International Touring Co.: President, James H. McGraw; vice-presidents, Willard W. Cutler, Thomas W. Caldwell, B. Ogden Chisholm, Homer Davenport, Alfred G. Evans, James A. Webb, Charles M. Lum, H. S. Heitkamp; secretary, E. Holden; treasurer, Edward D. Conklin; general manager, Herbert Strong; superintendent, W. Reginald Baker; division superintendents, A. B. Lueder and H. B. Stopford; general ticket agent, Melvin Jackson; general passenger agent, H. D. Ogden; general freight agent, Emery N. Faulks; advertising manager, Carroll B. Merritt; master mechanic, F. A. Trowbridge; courier-in-chief, W. F. Day, Jr.; chairman for Chatham, Mrs. C. M. Lum; chairman for Madison, Mrs. W. W. Davis; Morristown, Mrs. L. B. Thompson.

Savannah Can Accommodate 12,000

The Savannah Automobile Club has sent out a notice to the effect that accommodations have been found for twelve thousand people during the Grand Prize Race. This will insure plenty of room for visitors and all should be comfortable during the race week.

Chalmers-Detroit cars are to be handled in Sacramento, Cal., by the Phillips Drayage Co.

REO for 1909

Five-passenger Touring Car \$1000
Single Cylinder Runabout \$500

A TALK TO REO AGENTS

(which it won't hurt the public to read)

You probably expect a cut-down Reo at these lower prices; but it's just the other way.

And this is how it happened:

There are over 20,000 Reos now in use in the United States, South America, Europe and Africa, and during the last year or two we have been getting so many letters telling how sure the owners are that their cars will get there and back, that we have been gradually forming a much higher opinion of the Reo than even we had ever had.

Then on the Glidden Tour the Reo pilot car and the Reo press car gave such a marvelous exhibition of ability; and the Reo No. 4, which came through with a perfect score, and finished in such splendid condition that it was chosen by the committee to pilot the big four and six-cylinder runabouts running off the tie—this wonderful and mighty Reo filled us with such admiration for the Reo engine and construction that we made up our minds that the very best asset we could have in our business would be a much larger number of Reos in use.

And then we saw the plans for the new Reo—larger, refined, improved in several ways, but still clinging to the old principles that make it such a wonderfully reliable, safe and comfortable car. And then the new lower costs made possible by the present money conditions.

So we said to the factory, "If you will make twice as many Reos this year, and can make the Touring Car \$1,000, and the Runabout \$500, we will sell twice as many as we did at the old prices."

You know how easy the Reo was to sell at the 1908 prices—how, in spite of the stringent money conditions, we increased our factory order twice (and then couldn't supply the demand), and what every Reo owner thinks of his car.

Now, you can sell twice as many cars this year at this new, popular and even sensational price; for a larger car with such refinements and improvements as the year's experience in the hands of users and experiments by the factory have proven desirable.

To us it looks like what they call on the plains a C-I-N-C-H.

The agent who gets busy soonest on his 1909 sales will make the most money and the most friends among motorists.

The factory is big, but it will have its hands full turning out the number of cars we have ordered---so size up your requirements carefully, and don't rely on being able to increase your order as you did last year.

R. M. OWEN & COMPANY

General Sales Agents

Lansing, Michigan

Mention "Automobile Topics" when writing.

Second International 24-hour Endurance Race

OCTOBER 2 and 3

At the BRIGHTON BEACH RACE TRACK

Under the Auspices of

THE MOTOR RACING ASSOCIATION

The Short Races Consist of 5, 10 and 50-mile Events---Among These
Being Special Match Races Between

The World's Fastest Drivers and the World's Fastest Cars

All the leading American and Foreign Drivers will be at this meet. The
Short Races Begin at 2 o'Clock Friday Afternoon, Oct. 2.

The 24-hour Race Starts at 8 p. m. on Friday

POPULAR PRICES

FIELD GRAND STAND
(Covered)

50 cents

MAIN GRAND STAND
(Covered)

\$1.00

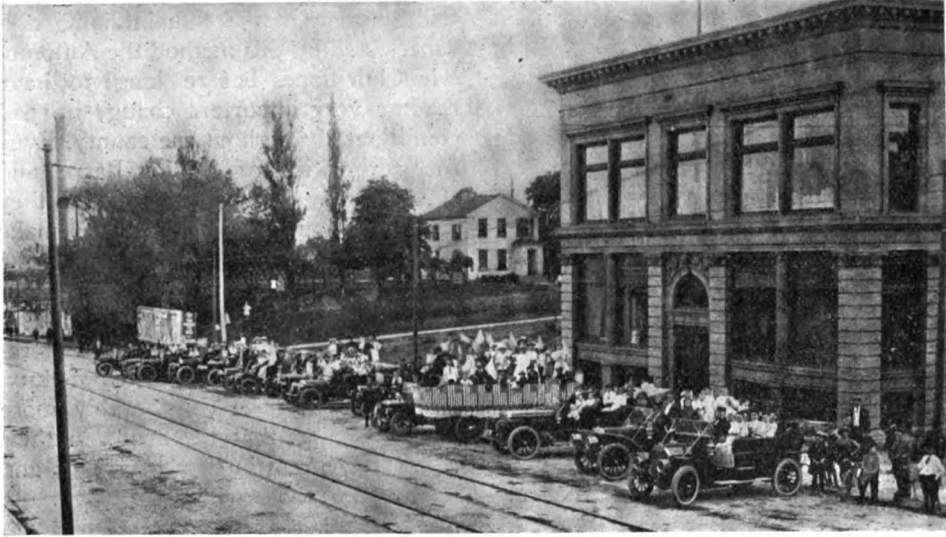
Mention "Automobile Topics" when writing.

Automobile Club Formed as Result of Outing

SHEBOYGAN, Wis., Sept. 19.—The first annual outing for Sheboygan's 250 orphans is resulting in the formation of the Sheboygan Automobile Club, which will eventually affiliate with the Wisconsin State Automobile Association,

sulted. Now so many things have presented themselves to the owners where they can do so much good, that they have decided to organize.

The feature of the outing was the appearance of the huge electric coal truck



READY FOR THE START

and the A. A. A. The recent outing, in which more than twenty machines participated—a good showing for a city of 25,000 people—brought the owners into closer contact than any other previous means, and a friendly feeling re-

of the C. Reiss Coal Co., the use of which was donated by Peter Reiss, philanthropist and friend of the young. It was nicely scrubbed, decorated and filled with youngsters, each of whom was given a pretty flag.

Rochester Club in New Quarters

The Rochester (N. Y.) Automobile Club has moved into its new quarters in the Hotel Seneca on Clinton Avenue, South. This hotel, which has just been opened, and is one of the finest in the State, will be an ideal location for the club, the membership of which now numbers 525. The rooms are on the lobby floor and are very accessible. The Board of Governors extend a very cor-

dial invitation to members of all other clubs who tour through the city to make use of the club. Bulletin boards on which are posted all late road conditions, police traps, etc., is one of the features of the new rooms.

The Mercer County (N. J.) Automobile Club will hold its annual meeting September 28.

Getting After the Constables

Practical work in bringing about a real improvement in the roads of Luzerne County, Pa., has been done recently. Last week, at the Luzerne County Court, constables from all over the country assembled to make their reports. It has been the custom of the constables, despite the actual condition to report the roads in their bailiwicks in good condition and the court has usually accepted this report as correct.

This week, however, when the constables appeared to make their report, they found P. A. Meixell, attorney for the Automobile Club, present to examine them. He was reinforced by detailed reports of members of the club about bad roads wherever they happen to be found, while on the bench was Judge G. L. Halsey, a good roads advocate, who, owing to his love of driving, is acquainted with many of the roads in the county.

The constables were carefully exam-

ined as to road conditions, and where they failed to report bad roads they were compelled to change their reports and to declare the bad road a nuisance. Now the supervisors and other responsible authorities of the boroughs and townships where there are bad roads will be prosecuted for maintaining nuisances, and by this method the Automobile Club hopes before long to have made a very important change in road conditions throughout the county. Even the authorities of Wilkes-Barre and Pittston may not be exempt, for they are to be charged with failure to make necessary repairs on some of the streets.

In addition to this the constables, in fear now of being prosecuted and removed from office for neglect of duty, will likely exercise considerably more care in seeing that the roads in their districts are kept in good condition and in reporting those which are not.

Preparing for the Belgian Exposition of 1909

The committee on the eighth Belgian Exposition, at its last meeting, fixed the date of the next event between January 14 and 25, 1909. The exposition will be open from 10 o'clock in the morning till 4 in the afternoon. The committee thought it would be well, before all else, to create a business exposition, and this explains the hours of

opening and closing above mentioned.

On the other hand, in order to increase the interest in this great exhibition of the automobile industry, the committee will add thereto a powerboat and aeroplane section.

The committee, too, in order to have a uniform decoration for all exhibitors, will itself furnish the stands, signs, etc.

Aerostatotherapie a Cure for Tuberculosis

For the cure of tuberculosis a French medical school is recommending "aerostatotherapie." If this sesquipedalian word be resolved into its etymological constituents, it will be seen that it signifies: curative method based upon the use of balloons. It represents a not very

common idea which has recently attracted the attention of the Academy of Sciences. Its father is M. Christian Beck, who thinks that it would be possible, owing to the present progress of aerostation, to assure consumptives the benefit of a remarkable air-cure.

Development of Aeroplane Flight on Business Lines

It would seem that aeroplanes are now entering upon the stage of commercial enterprise, since a company has been organized in Paris, called the *Compagnie d'Aviation*, with a capital of 200,000 francs (\$40,000), to develop the sport on business lines. M. Delagrangé, the aviator, has been the moving spirit in the flotation, and is one of the directors, the others being M. Le Lagatinerie, M. de Puybaudet and M. Dussaud.

The company proposes to secure a ground of its own near Paris, suitable to aeroplane work, and on which will be erected sheds fitted with all kinds of conveniences for aviators, and for which a rent will be charged, although

any one who may not require one of these will have the use of the ground for experimental purposes free of charge.

It is the purpose of the company to hold contests and, perhaps, races. The field will be fitted up with stands and other facilities for the spectators, who will be expected to pay for their entrance.

Valuable prizes will be offered for the contests, and, in a word, the aim will be to make the ground the center of aviation. The company starts with a valuable collection of plans, data, etc., in connection with aeroplanes and aeronautics, which will be at the disposal of amateurs using the ground.

How to Win the Cross-Channel Prize

The regulations governing the prize of 25,000 francs offered by M. Henri Deutsch to the first man to cross the English Channel in an aeroplane or airship have been issued. It is made quite plain that the prize can be won only by fulfilling very definite conditions, the chief of which is that Major Renard shall be a passenger. If he is not aboard, the prize cannot be won. He is not bound to accompany any competitor who may wish to try the Channel trip, but is perfectly free in

the matter. He is not even bound to give his reasons for refusing to accompany competitors.

For aeroplanes and other heavier-than-air machines it will be sufficient to land on any part of the English coast. In the case of dirigible balloons it is specified that a landing must be made either at South Farnborough or at Aldershot.

The prize is open to all comers who enter at the Aero Club up to December 31, 1909.

To Hold Hill Climb Contest at Le Mans

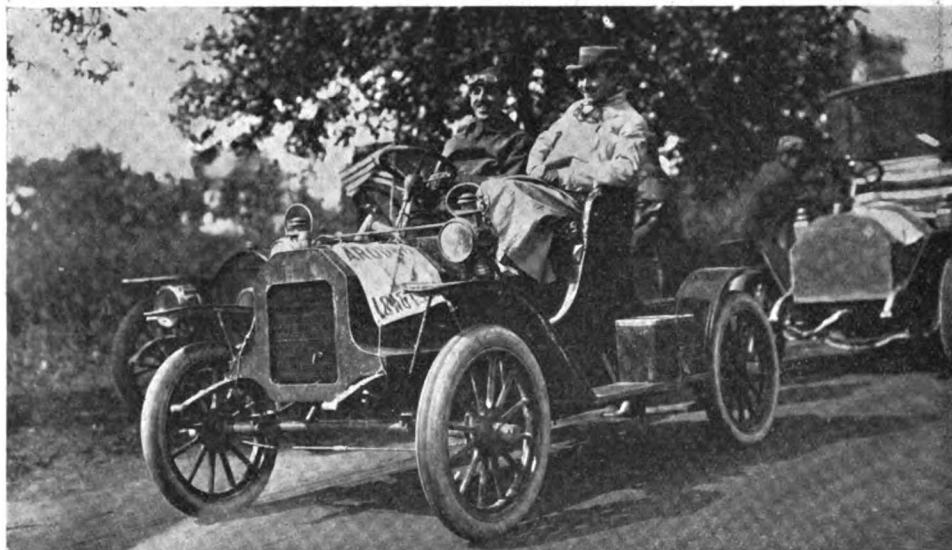
The Automobile Club of Sarthe, taking advantage of the presence of numerous automobilists whom Wilbur Wright's experiments have attracted to the region, has formed the project of organizing, for October 4, a competition of cars for sale and a hill-climbing contest.

New or second-hand cars will be admitted to the competition on condition that their selling price be made known in advance. The race will take place on the road from Le Mans to Saint-Calais in the portion comprised between Bouloire and La Fourche along the camp of Auvours.

Splendid Record of the Reo

A remarkable record in the Mechanical Efficiency Contest held on Long Island last week was made by the 10-hp. 1909 model \$500 Reo runabout entered

driven her car over 2,000 miles in New York, Connecticut and New Jersey. As this was the smallest priced perfect score car in the contest, and as the rules



by Mrs. J. W. Gogarn and driven by R. L. Lockwood.

This wonderful little car had a running schedule of no less than 17 miles per hour at any time, with controls frequently less than 25 miles apart, whereas the fastest schedule for \$4,000 to \$6,500 cars was 19 miles per hour. Prior to the contest, Mrs. Gogarn had

forbade the slightest adjustment as well as repair or replacement, and the severity of the tryout caused several cars ranging in price from \$2,000 to \$5,000 to be either heavily penalized or totally disabled, the very remarkable victory of both Reos entered was all the more noteworthy and sensational.

Automobile Service to Briarcliff Lodge

A regular automobile service between the Hotel Manhattan, New York, and Briarcliff Lodge, in Westchester county, was inaugurated last week. A daily round trip will be made, leaving the Hotel Manhattan at 9 a. m. and 3 p. m., and the Briarcliff Lodge at 8 a. m. and 5 p. m. The fare is \$3 for the round trip.

An experimental trip with guests in

automobiles was made, and in the evening a banquet was served at the Lodge. Proprietor William S. Hawk and Manager P. B. Boden, of the Hotel Manhattan, led the procession of automobiles and at the Lodge Henry H. Law and Walter W. Law, Jr., sons of W. W. Law, and owner of Briarcliff farms, entertained the guests. The run was a complete success.

PREVENTIVES AND REMEDIES

If a car has to be thoroughly cleaned it must be washed, and before being washed it must be allowed to get quite cold, otherwise the cold water will splash over and stain the bonnet and dashboard—which are always somewhat heated from the engine. A car that is much washed has to be well lubricated in the matter of springs, shackles, bolts, etc., or the water will work its way in and cause rust and rapid wear. Some people's idea of dusting is a sort of polishing with the road grit that is found deposited on the varnish. And if, as is often the case, the cloth used has kerosene oil on it, because it causes a temporary brightness, there is no doubt that the surface of the varnish will quickly dull. But if a car is as carefully dusted as, say, a china closet would be, there is no doubt that it is just a trifle more suited to the amateur than hosing down the car-body. But there is no handier way of cleaning the wings and under-body than the hose carefully directed so as to avoid splashings as much as possible and as carefully followed by wiping down with a wash leather or a cloth on which a tablespoonful of kerosene has been poured. Some people do not dream of cleaning the outside of crank-case, gear-box, differential, etc. Yet they require it quite as much as the paintwork. A small tinful of stale gasolene and a stiff paint brush will quickly clean and brighten up the dirtiest engine and chassis and often enable the driver to oil up without himself getting oiled in the process. In the careful cleaning of a car one often comes across small matters requiring attention which would otherwise escape and cause inconvenience if nothing else, and so the process is not quite the stable helper's job that many people make it. When a car is hosed down the water should not be permitted to dry on the paint work. The latter should be lathered down with a chamois cloth and then polished with a perfectly clean cloth when dry.

In the case of gasolene motors revolving clockwise there is an element of danger in the use of the right hand for turning the starting handle, for if a back-fire occurs the operator is thrown with force against the lamp or mudguards, and he is indeed

lucky if he escapes with a sprained wrist and a few bumps or cuts, not to mention the damage to the lamp or mudguard. Furthermore, the body is cramped and is of necessity turned half way around so that the fullest force can be exerted, a position inviting loss of balance. Herein the motorist who uses his left hand for starting the engine is at a decided advantage. Grasping the handle as he does, with the fingers curved (the thumb simply retaining the handle with the fingers), when a back-fire occurs the arm is thrown outward, the fingers are opened and no damage is inflicted. Further, the left-handed operator squarely faces the machine, and by reason of the distances between his feet and a firm grip on the radiator or dumb iron with his right hand, it is next to impossible to throw him from his balance. The hand grasping the dumb iron also assists in the exertion of more strength on the starting handle. This question of using the left hand has been discussed by several doctors and constructors, the above reasons being cited for its use in place of the right hand. At least two French motor-car factories are starting to train all their mechanics to use this hand in starting. With low tension ignition it is essential that the motor be turned over quickly in starting, and this can be more readily accomplished if the left hand is used. The use of the left hand is most desirable because of the fact that it renders the driver immune from injuries due to back fire.

Points of extreme importance are often neglected by the novice, who cares for his own machine, but in many cases there are minor points about the motor car which are neglected by the most expert, especially as relates to lubrication. One of these points is the spring links and bolts, particularly at the free end of the spring. When the car is in motion there is considerable wear upon the top and bottom halves of the link bolts, and sometimes these may wear down to less than half their original diameter in the course of a season's use. Considerable may be done to remedy this condition, especially if the bolts are regularly oiled around the links, and the eye at both ends of the spring.

SOMEWHAT PERSONAL

Albert J. Stickley, head of the big mission furniture factory of Stickley Bros., in Grand Rapids, Mich., returned last week from a trip through Europe. He was accompanied by his family, and they took their big touring car with them. With this they toured the United Kingdom, France, Austria, Italy and Germany, being absent two months. Mr. Stickley has made European tours before now, but this was the first time he had ever made the trips in an automobile. He stated as the result of his experience that it was the only satisfactory manner in which to cover the old countries, and gave him an insight into the life and customs of those foreign lands which was infinitely more intimate than anything which had come to him in previous tours.

The Berkshires are indeed in much favor with the motoring contingent. The roads in and around Pittsfield are fairly swarmed with motorists, who have driven from all sections of the country. Among others lately stopping at this popular rendezvous are Mr. and Mrs. E. L. Kennedy, Miss M. L. Kennedy and Miss E. V. Kennedy, of Philadelphia; Mr. and Mrs. E. C. Carpenter and Mr. and Mrs. L. V. Barnett, of Pittsburg, Mr. and Mrs. E. L. Watson, of Scranton, and Mr. and Mrs. E. I. Taylor and Miss Helen Taylor, of Philadelphia.

George Pierce, of San Diego, Cal., accompanied by Mrs. Pierce, has made the trip across country in a Reo car. The trip has been made in a very leisurely manner, among the cities stopped at en route being Los Angeles, Sacramento, Carson City, Ogden, Cheyenne, Omaha, Council Bluffs and Chicago. When on the road Pierce averaged about 100 miles a day.

Mr. and Mrs. G. W. Zanger, Miss Zanger and Mrs. W. F. Victor, of Alpena, Mich., have returned from an automobile trip through Canada.

Ideal September weather prevails in France, with the result that those American motorists now there are experiencing the most enjoyable touring period of the season. Of the Americans recently seen on tours in and around Paris are Mr. and Mrs. Henry Clews, Mrs. Phil Lydig, San

ford Beatty, Mr. and Mrs. Charles Bunney, Mr. and Mrs. L. Bend, Beatrice Bend, Dorothy Whitney, Mr. and Mrs. Edward Marsh Brown, Mr. and Mrs. James Speyer, Mr. and Mrs. M. Mainger, Mr. and Mrs. B. Douglas and Carol Douglas, Mr. and Mrs. Bertrand Beer, J. Nelson Parker and Mr. and Mrs. Edward Rogers, all of New York, and Senator and Mrs. Knox, of Pittsburg.

The start homeward from foreign shores has begun in earnest, and every steamship now reaching New York includes among its passengers a throng of motoring enthusiasts who have been spending the summer touring in Europe. Included among the late arrivals are Mr. and Mrs. J. B. Duke, Mr. and Mrs. W. B. Rensselaer, Mr. and Mrs. M. Paton, Mr. and Mrs. W. T. Wills, Mr. and Mrs. John E. Makowan, Col. and Mrs. John H. Sanderson, Mr. and Mrs. Bellamy Storer, Mr. and Mrs. E. John Fellowes.

A trip from Dunedin, Fla., to New York in a Reo car has just been completed by L. B. Skinner.

E. L. Sincere, of Pittsburg, started last week on a motor jaunt through New York State, and thence through New England. Accompanying him in his Pierce car are Mrs. Sincere, Miss Ethel Sincere and Miss Mary Sincere.

A Philadelphia touring party, comprised of Mr. and Mrs. E. L. Taylor and Mr. and Mrs. C. D. Wright, are making a run through New England in a Peerless car.

Dr. N. H. Chamberlain, an enthusiastic motorist of Oakland, Alameda County, Cal., recently toured through Sonoma, Napa and Colusa Counties to Lake Tahoe in his White Steamer. The car carried seven passengers all the time and eight over some of the worst mountain roads. Many trips were made round Lake Tahoe, where the roads are quite sandy.

F. Blair Turpin, a San Francisco capitalist, will soon start on a tour round the world, and will travel over Europe in a White Steamer. He has ordered a new White Steamer to be delivered to him in San Francisco in May, 1909.

SOCIETY

House parties, picnics and elaborate dinners are making the autumn season in the Berkshires exceedingly gay. Mr. and Mrs. Joseph H. Choate have been entertaining members of their family—Mr. and Mrs. Joseph H. Choate, Jr. Mr. and Mrs. George de Gersdorf have now at Naumkeag Dr. and Mrs. Francis P. Kinnicut, of New York. Both Mr. and Mrs. Choate were pleased to see last week Sir Henry Knight, formerly Lord Mayor of London, who was on an automobile trip through the Berkshires. Among those who have given large dinner or bridge whist parties have been Mrs. Richard Starr Dana, Mrs. Charles Astor Bristed, Mrs. William D. Sloane, Misses Clementina and Sophia Furniss, Mrs. Richard C. Dixey, Mrs. L. Bolton Bangs and Mrs. Frederick S. Delafield. Now that Mrs. Ambrose C. Kingsland has opened her villa, Village View, for the autumn, she will entertain numerous friends. Her sister, Mrs. John W. Minturn, will be at the villa and at the Curtis Hotel. Late arrivals in Stockbridge include Mr. and Mrs. E. H. Winslow, Mr. and Mrs. G. H. Kittredge, Salem T. Russell and Miss Ella E. Russell, all of New York; Frank E. De Long and Mr. and Mrs. Archibald H. Bradshaw, of Philadelphia; Mr. and Mrs. Robert H. Brewster and Mr. and Mrs. F. F. Small, of Hartford; Mrs. W. R. Breed, of Cleveland; Mr. and Mrs. John S. Norton, of South Orange, N. J.; Mr. and Mrs. Horace Jordan, of Boston; Mr. and Mrs. William O. Goodman, Mr. and Mrs. John J. Mitchell, Mrs. William Mitchell and Miss Mitchell, of Chicago.

Preparations are being made for an unusually lively autumn at Tuxedo. From present indications all the villas are to be occupied and so many are reserving quarters at the clubhouse, where entertainments are to be given regularly, that it is certain to be filled to its capacity over Saturday and Sunday until Christmas. Within the last few days the regular autumn residents have been assembling almost literally from the earth's four corners. Mrs. Charles B. Alexander has been in California, Mrs. Peter Cooper Hewitt in Europe, Mr. and Mrs. Grenville Kane in Newport and several others in Bar Harbor, which society is reluctantly preparing to desert for the

season, especially those having daughters to be formally introduced, the days of the debutante being at hand. There is also a pronounced return of the autumn set to Morristown, as well as Bernardsville and Madison.

Mrs. William K. Vanderbilt, Jr., is still abroad, but she is expected to return in time for the Vanderbilt Cup race on the Long Island course, October 24.

Among the notables returning from the other side early this week was Mrs. Elsie French Vanderbilt, with her little son and her mother, Mrs. F. O. French. She has passed the summer abroad, motoring and in paying several visits, notably one to her sister, Lady Cheylesmore. Mr. and Mrs. Samuel Wagstaff have been with her. Mrs. Vanderbilt intends to make her home at Newport, and Harbor View, the French cottage, has been put in thorough repair and made ready for her.

Mr. and Mrs. William K. Vanderbilt are now in France, where they are enjoying a great many automobile trips. It is doubtful if they return to America this winter.

Of late years Virginia Hot Springs has become the autumn rendezvous for a number of well-known society representatives from Eastern cities. Better known of those expected there in a short time are Mrs. Frederick C. Havemeyer, Mrs. O. H. P. Belmont, Mrs. Henry G. Trevor, Mr. and Mrs. Reginald Brooks and Mr. and Mrs. Adrian Iselin.

Despite the forest fires which have cast a pall over the mountain touring grounds, the Adirondack roads continue to be literally swarmed with motorists. Now that the hunting season has opened, automobilists are making good use of their cars in getting to the sections where game abounds. A party of Bostonians arriving at Lake Placid last week by automobile included Miss Poillon, Miss M. E. Poillon, Miss M. Cameron, Mrs. Fanny J. Jones, Miss E. D. Onderdonk, Mr. John P. Onderdonk, Mr. C. E. Fisher, Mr. and Mrs. M. C. Taylor, Miss Edith D. Taylor, Miss Helen Taylor, Miss Josephine Taylor, Mr. and Mrs. William H. MacMunn, Miss E. F. Wallace, Mrs. John Simpson and Mr. George C. Crocker.

C L U B S

The Wilkesbarre Automobile Club, after a long struggle, has succeeded in accomplishing what it considers the greatest public benefit of its career, the final steps toward having the bridges across the Susquehanna River from Wilkesbarre to the West Side and one bridge connecting Pittston and West Pittston declared free bridges. The matter was placed before the Grand Jury with long petitions and much evidence, and the Grand Jury recommended that the county purchase the bridges and declare them free. This will be done in proper time. Members of the Wilkesbarre Automobile Club are also engaged now in a commendable work, that of placarding roads leading to the city with simple directions as to how to best reach there. It is expected before the work is completed that roads as far distant as 200 miles from Wilkesbarre will have signs directing motorists how to get there.

A movement is on foot in Indianapolis for the consolidation of the Indiana Automobile Club with the Indianapolis Automobile Trade Association.

Arrangements have been made by the Scottish Automobile Club with the Chief Constables Club of Scotland whereby at intervals the chief constables are to be supplied with a list of accessories and furnishings of motor cars lost on the road, with a view to the recovery of the same by the owners.

At a recent meeting of the Automobile Club of Maryland the annual dues were raised from \$10 to \$20, only a few of the members voting against the increase. It was shown that the club had done much good work, but still had considerable to do in the way of getting good roads in Maryland and to secure new legislation and prevent adverse legislation on matters pertaining to automobiling. On motion of O. I. Yellott, of the Board of Governors, President James S. Reese was instructed to appoint a nominating committee to be composed of members of the club, but not members of the present board of governors. This committee is to nominate a ticket for governors which is to be voted for at the annual meeting to be held Octo-

ber 13. The present board of officials, whose work was commended, is composed of President James S. Reese, Vice-President Dr. R. M. Rowe, Treasurer E. J. Knabe, Jr., Secretary E. A. Dolie, Members-at-Large T. W. Darling, Rowland Morgan, M. S. Hess, O. I. Yellott and F. W. Coale. President Reese stated that the whist section of the club would begin its winter season the first Friday in October.

The following delegates have been appointed by the New Jersey Automobile and Motor Club as representatives to the Good Roads Convention in Atlantic City, September 25 and 26: President Paul E. Heller, Secretary A. B. Le Massena, Dr. James R. English, R. A. Greene and F. A. Croselmire.

At a recent meeting of the Automobile Club of Glens Falls, it was voted to contribute \$200 toward the expense of repairing the State road between Glens Falls and Lake George.

The American Automobile Association has adopted an official pennant, made of Yale blue bunting, with the emblem of the A. A. A. thereon, the interlocked wheels being in red and the letters "A. A. A." in white.

The Scottish Automobile Club has given five tons of a chemical dust-laying substance to the District Committee of the Lower Ward of Lanarkshire, and this is being laid on two miles of the Glasgow-Stirling Road.

Members of the Albany Automobile Club have received a warning from the officers of their organization as follows: "Because of disregard of the law, public safety and our understanding with the authorities, the supervisor of the town of Colonie has notified the Albany Automobile Club that drastic action is necessary. The operation of the speed traps is about to be resumed, and those guilty of violation of the law will be prosecuted. By careful observance of the law drivers will escape trouble and expense. Numerous complaints of reckless driving on Madison Avenue, Albany. Arrests will follow if not discontinued. Speed regulations rigidly enforced in Sandy Hill, Glens Falls and on Caldwell-Bolton road."

S P O R T S

The first automobile race meet in two years was held in Indianapolis last Friday and Saturday, September 18 and 19, under the auspices of the Indianapolis Automobile Trade Association. The meet was arranged by E. A. Morass, manager for Barney Oldfield, who, with Walter Christie and Charles Soules, drove exhibition miles and participated in a match race. Friday afternoon's events were as follows: Two-mile race for Buick cars, W. F. Peterson; time, 2.37½. Two-mile race for Stoddard-Dayton cars, Charles Merz; time, 2.41. Two-mile race for equipped touring cars costing under \$3,000, Model 10 Buick, driven by W. F. Peterson; time, 2.33 4-5. Free-for-all handicap, Buick, driven by W. F. Peterson, 40 seconds handicap; time, 3.08 1-5; Motorcycles, three miles, won by Walter Berner, riding Reading Standard; time, 3.47. In the semi-final heats in the match race, heats were won by Soules, Oldfield and Christie, the time being 2.14.25 (two miles); 3.01 1-5 (three miles), and 2.02 4-5 (two miles), respectively. Saturday's events resulted as follows: Motorcycles, three miles, won by Patrolman A. C. Gibney; time, 3.27 3-5. Stock cars costing less than \$1,500, three miles, won by Buick, driven by T. Madden; time, 3.57 2-5. Touring cars costing less than \$3,000, 2 miles, American, driven by Herbert Lytle won; time, 2.14. Match between Stoddard-Dayton, owned by Carl Fisher, and Haynes, owned by Paul Smith; former driven by Chas. Merz, won; time for five miles heats, 5.40 2-5 and 5.11. Free-for-all handicap, three miles, Stoddard-Dayton, driven by Chas. Merz; time, 3.00 3-5. Oldfield won both final heats in match race; first heat, three miles, 2.59 2-5; second heat, two miles, 2.03. Christie drove exhibition mile in 52 1-5.

The one and five-kilometre races on the famous road from Salon to Arles were run September 6 in the presence of a large assemblage. The best time was made in the one-kilometre race by Bablot, in a Brasier, who covered the distance in 21 1-5 seconds and won, for the second time, the Rothschild Cup. In the five-kilometre race, Aleby, in a Bayard-Clement, made the fastest time, viz., 1m. 52s. In each of the races the competitors were divided into eleven classes, and their times in the one-kilometre race were: 1. Bablot (Brasier),

in 21 1-5s. 2. Alezy (Bayard-Clement), in 22 1-5s. 3. Deydier (Cottin-Desgouttes), in 31s. 4. Delaville (Cottin-Desgouttes), in 32 1-5s. 5. Coren (Mors), in 32 2-5s. 6. Champoiseau (Imperial), in 32 2-5s. 7. Vermorel (Vermorel), in 40s. The winners of the eleven classes, and their times, in the five-kilometre race were: 1. Bablot (Brasier), in 1m. 54s. 2. Alezy (Bayard-Clement), in 1m. 52s. 3. Mottard (La Buire), in 2m. 23s. 4. Deydier (Cottin-Desgoutte), in 2m. 31 4-5s. 5. Coren (Mors), in 2m. 43 1-5s. 6. Delaville (Cottin-Desgouttes), in 2m. 42 1-5s. 7. Champoiseau (Imperial), in 2m. 42s. 8. Lacharnay (La Buire), in 3m. 6 2-5s. 9. Vermorel (Vermorel), in 3m. 26s. 10. Romano (Grenoire), in 3m. 23s.

The Rhode Island Automobile Club will hold a race meet at Narragansett Park track Saturday afternoon, October 10. The following events are scheduled: Class 1.—Steam cars, stock machines. Prizes, \$50 and \$30. Class 2.—Gasolene, stock cars, full equipment, 14 hp. and under. Prizes, \$50 and \$30. Class 3.—Gasolene stock cars, 15.1 to 24 hp. Prizes, \$50 and \$30. Class 4.—Gasolene stock cars, 24.1 to 40 hp. Prizes, \$50 and \$30. Class 5.—Gasolene stock cars, 40.1 to 60 hp. Prizes, \$75 and \$40. Class 6.—Special invitation race, club members only, dealers and agent, barred. Prizes, \$50 and \$30. Class 7.—Free-for-all, no restrictions. Prizes, \$100 and \$50. The distance in each event is five miles, and the entries close Wednesday, October 7.

A three-days' automobile meet was held at Royan, near Bordeaux, France, a few days ago. The first day was devoted to a fuel consumption test over a 132 kilometre circuit, the honors falling to a car fitted with an Aster 8 hp. single-cylinder engine, which consumed only 7 litres of gasolene. The proceedings on the second and third days consisted of a series of standing mile speed trials for different classes of vehicles ranging from 100 mm. bore single-cylinder machines up to powerful racing cars. A Sizaire-Naudin covered one mile in 1 minute 54 seconds, while Pierron on a Motobloc Grand Prix vehicle set up a new local record by covering the distance in 46 seconds.

On Saturday, September 19, 35 cars left Kansas City on an eight-day endurance run to Oklahoma City, Okla., and return.

HIGHWAYS

Included among the exhibits that attracted a great deal of attention at the Industrial Exposition of Toulouse, recently held, was one consisting of samples of a hard brown substance, which it appeared was ordinary macadam broken up to show the effect of its treatment by tar under a new process. The tar is not brushed over when hot, as is usually the case, but it is first of all spread over the road and then fired, the process of burning apparently causing the fluid tar, which is almost in a volatile state, to penetrate into the surface. In the samples shown it had gone to a depth of more than four inches. The macadam had, to all intents and purposes, been welded together right down to the foundation, and in view of its thickness it seemed capable of withstanding the heaviest kind of traffic. The tarring of roads is making a good deal of headway in France, despite complaints that have been made from time to time that it breaks up in patches and leaves pools of water in rainy weather, but apparently these troubles are being overcome as experience is gained in the application of tar. Many hundreds of miles of road are tarred by companies which have been formed to carry out this work. This is only done in cases where the road is newly made. When the metals have had time to settle and bind, the dust is carefully swept off the road and the tar is applied by a machine like a watering cart with perforated pipes and a broom. Gravel is scattered over the road while the tar is still soft. As the French roads are heavily cambered the surface is well drained in wet weather, and the only failures seem to be in tarring the public promenades, where the tar dust kills the trees and spoils the gardens, but this is due to the fact that considerable quantities of fine sand are used for binding the metal so as to get a perfectly smooth surface.

Government public roads officials have at present under observation a number of dust preventatives experiments which have been carried on under its direction with various oils and tars with a view to determining, if possible, their relative merits under different conditions. This work has been conducted in the States of Massachusetts, Kentucky and Tennessee, and it is

hoped will be productive of valuable information. Trials have been made of various crude and residual oils and special oil preparations. Crude coal tar, water-gas tar and specially prepared tars have also been used, as well as various tar mixtures. Some of the materials have been applied both hot and cold, and different kinds of top dressings—sand, gravel and stone screenings—have been tried to see which will give the best results. Owing to the increasing number of dust preventives which are being put on the market, work of this kind is of the utmost importance, as it serves to classify the properties and uses of the different materials.

Plans are being formulated by Madison County, Ind., authorities for the construction of 89 new gravel roads under the 3-mile road law. These improvements will cost about \$600,000. A number of Indiana cities and towns are preparing to improve their streets under the 3-mile law, which provides for the improvement of any road that connects two improved roads, not to exceed 3 miles long, at the cost of the township.

The county commissioners at Toledo, O., will in the near future conduct a series of tests with dusty roads. A recent test made with Toledo crude oil on the Maumee belt road did not prove highly satisfactorily. The work in view now contemplates the treatment of two and one half miles of country road, on the extension of Monroe street by oiling with an asphalt preparation, the work to be done by the Good Roads Improvement Company, without expense to the county. Another strip of the same road will be ciled by the Indian Refining Company within two weeks to permit a comparison of the work.

A selection of turnpikes within the city of Baltimore to be improved with the \$1,000,000 from the good roads funds have been made. They are the Belair, Hartford, Liberty, Reisterstown, Falls and Frederick roads, Franklin turnpike and Charles Street extended. In all there are 14 miles of streets to be improved. The first work on the new roads in the State under the supervision of the Good Roads Commission will be the construction of two strips of road in Caroline County.

Tire Changes Made by Robertson

Referring to the reports of tire trouble alleged to have occurred to the Fiat car driven by George Robertson in the Lowell, Mass., race, the Continental Caontchouc Co., whose Continental tires were used, call attention to the fact that but three changes were made, two by Continental representatives and one by Robertson himself. One of the changes occurred on the

third round, when a tire was removed; subsequently, in the sixth round, another change was made and the tire previously taken off replaced. The third change was, as stated, made by Robertson himself.

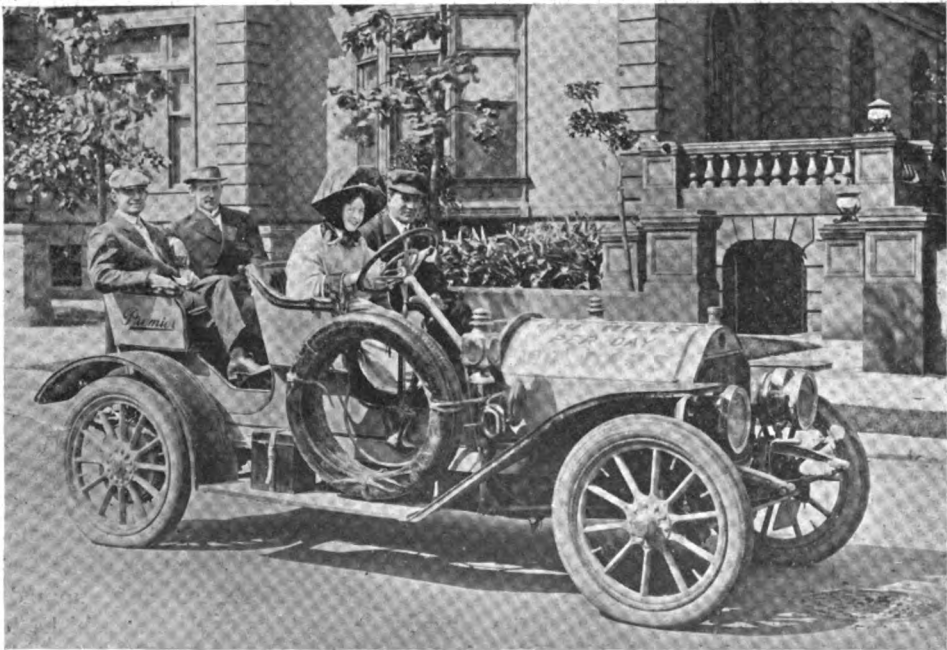
The Continental Co. have a signed statement to prove this statement, it being signed by Robertson and the two representatives of the company.

What the Well Balanced Tire Is

The well balanced tire is a new expression in automobile phraseology.

What the expression does mean, says the Diamond Rubber Co., is a tire in which wear is so distributed that the mileage possibilities of each principal part approach the point where they balance each other. The words are used

to emphasize the resistance to road abrasion of the new Diamond treads. The argument is that, theoretically, at least, the ideal tire should wear so long that before retreading could become necessary, the tire would be past further useful service from old age alone.



THE PREMIER CAR THAT MADE A 12,189-MILE RUN—MISS MABEL TALIAFERRO AT THE WHEEL

Improvements in the Diplock Pedrail

Now is a particularly appropriate time for everyone who is closely concerned with the cheap transport of heavy goods upon ordinary roads, to turn their attention to Mr. Diplock and his remarkable invention, the Pedrail, says the *Automotor Journal*. At home everyone is crying out against the damage that is done to every road upon which are run traction-engines and other slow-moving, but very ponderous vehicles; while abroad—and especially in the Colonies—there is a huge and hitherto unsatisfied demand for tractors or road-trains that can be used for conveying weighty materials over the relatively soft and unmade tracks which have to serve as the sole means of communication in many far-stretching districts. Practically it may be said that wheels, when used in direct contact with the road, as they have been for centuries, have now been finally proved to be quite unsuitable for very great axle-loads, and must always remain so unless some far harder and smoother material can be used for road-construction than is now conceivable. Even then, too, it is doubtful whether sufficient adhesion could be obtained between a smooth wheel and a smooth road on such gradients as are now met with in many districts, so that, even apart from any ordinary financial conditions affecting road-material, the ordinary wheel, without the railway as an essential adjunct, is doomed for heavy traction purposes.

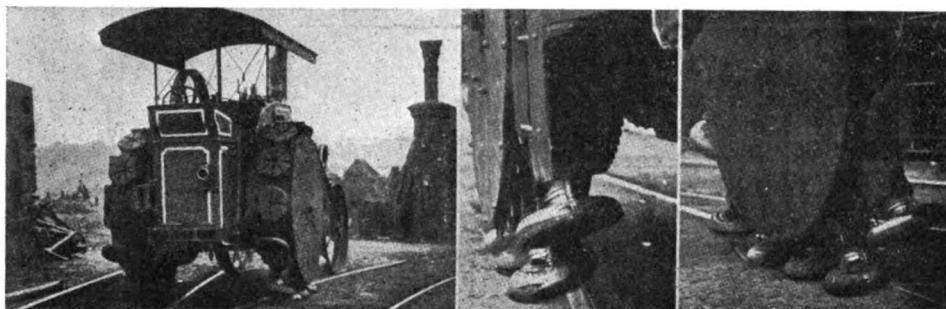
The primary reasons why—on broad principles, at least—the pedrail may be looked to for providing a way out of the existing *impasse* as regards heavy road traffic can only be known to those readers who have already grasped the inherent characteristics of Mr. Diplock's extremely ingenious invention, for nobody merely examining the ped-

rail in a casual manner can have any idea of what it really is and what it really does. It has, in the first place, to be realized—as we explained in a graphic manner when describing the full constructional details in January, 1904—that a pedrail does itself contain smooth-faced steel wheels and a steel railway line for those wheels to run upon (its "walking" proclivities being more apparent than they are real); while, in the second place, the wheels rely not at all upon their frictional contact with the rail to obtain the necessary driving adhesion, since there is a positive drive between the axle of the pedrail and the "feet," which are planked down securely on the slip-resisting roadway. Such, moreover, is the inherent nature of the mechanism that a continuous track is laid (or stepped out) by the revolving pedrail for the machine to travel over, and that—since the track is supported on large flat feet which can accommodate themselves to any surface-contour, and are immovable when once firmly planted—the vehicle is capable of traveling over extremely rough roads without having to follow every irregularity, and is incapable of injuring the surface by any scraping action upon it. The direct results are that the pedrail virtually converts a road vehicle into a railway vehicle so far as frictional wear and tear (and consequently resistance to traction) are concerned, that it can climb any incline for which sufficient torque is available from the propelling mechanism, and that, just in the same way in which highly-cambered roads are unable to affect the flat seating of its feet over their surface, so soft unmade tracks do not compel the vehicle to "plough" its way through them; nor do comparatively large obstacles on the road impede its smooth forward mo-

tion. Even when turning sharp corners, each shoe remains in one position on the road during the whole time it is carrying any weight, the necessary curved path being obtained by the sliding motion which has to be provided for inside the shoe itself; no steering difficulties are therefore encountered as they are apt to be with most other self-laying track systems that have been tried or proposed.

It is not intended, on the present occasion, to describe the action of the pedrail otherwise than in general terms, nor do we mean in this article to deal with its entire construction in full detail. Both these aspects of the subject

the feet at the very moment that they first touch the ground, combined with their entire absence of motion until they are again lifted up, not only enables the vehicle to travel over very soft ground without sinking in, but actually causes the machine to make a smooth road rather than to cut up and destroy a road that has been constructed with a smooth surface. Similarly, stress should be laid on the fact that a pedrail vehicle remains under complete control at times when, and in places where, an ordinary traction engine is apt to be troublesome or may even be temporarily useless. One instance of this is well illustrated by some of the



THE PEDRAIL ON STEEL RAILS

were adequately treated in the nine whole pages of matter and drawings that we gave on January 23 and 30, four years ago, and are, therefore, for ever open to study by those who would refresh their memories in either of these directions. Rather are we concerned just now with the ever-improving prospects of the pedrail for commercial use, and with the very important—even if minor—improvements which have been made by Mr. Diplock since that date. All that we would emphasize, in addition to what has been said above, about the outstanding merits of the pedrail as an alternative system to the ordinary wheel, is that the large superficial area of contact obtained by

accompanying photographs (Figs. 6, 7 and 8), which we took during a recent visit to Lincoln, and another equivalent case will suggest itself at once (without any word from us) to the numerous owners of traction-engines who are compelled to suspend operations during several days every year when the roads, by their frozen condition, are rendered impassable to any ordinary engine. In the illustrations to which we refer, Mr. Diplock's latest engine is seen manoeuvring about a yard having several railway-sidings, one of the pedrailing being seen in each of these views in positions in which an ordinary wheel would slip sideways off the raised metals, even if it had ever

succeeded in mounting them at all at so acute an angle.

To know and understand the pedrail is to believe in its enormous future. That at any rate is a statement which may be made quite safely, provided that it is qualified to the extent of adding the words "from a theoretical standpoint." The crux of its commercial success is admittedly quite a different matter, but here, too, its immediate prospects may be regarded in a very favorable light for the following reasons: Clearly its value to the industrial world depends upon the demand that there is for road-trains or for powerful tractors, and upon the working cost of pedrail vehicles. Most people are probably inclined to take for granted the existence of the demand, and, therefore, comparatively little need be said in support of Mr. Diplock's contention as to the huge, and as yet undeveloped, field that lies before him. Numbers of traction engines are at any rate in use on our British roads already, and, even if it is a moot point whether road development will or will not proceed in the direction of goods-haulage on large-scale systems, pedrail engines would unquestionably widen the field of operations of present owners, besides receiving a warm welcome from (in lieu of the present hostility of) the road-surveyors and local authorities in all districts. In relatively undeveloped lands, it would hardly seem possible to overestimate the useful scope for pedrail vehicles, for in most foreign parts progress depends chiefly upon transport, and the pedrail system seems pre-eminently suitable. Taking but one single case—and there must be many thousands—mention may be made of what inland transport now means in certain parts of Burma, where the elephant is the sole beast of burden that does the work of the heavy tractor. There, each elephant costs about as

much as an ordinary traction engine does at home, and it is only during a comparatively few months in the year that he can be relied upon for "business"; at times he is too weak to work in consequence of the climate, at other times he is too dangerous to be utilized, and at no time is his hauling-power comparable with that of an engine.

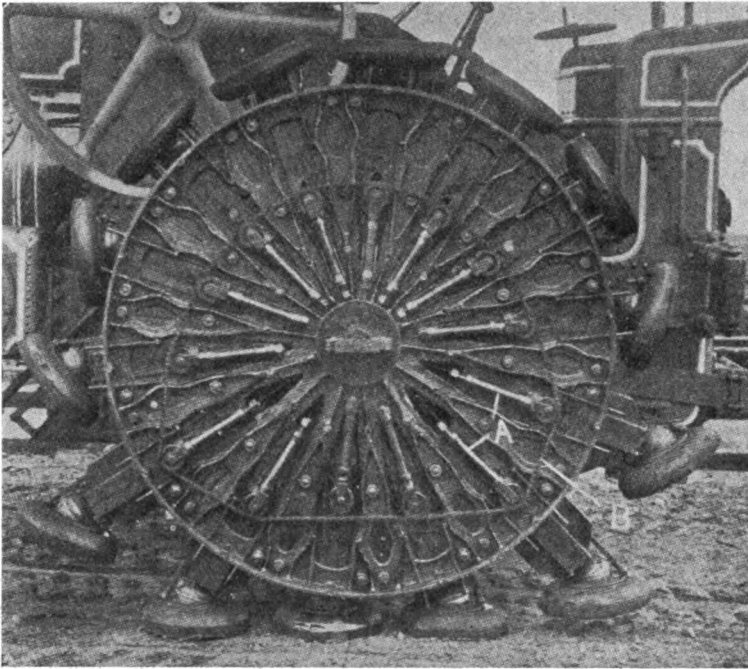
When we come to consider the cost of working of the pedrail, we have reached the critical stage of the entire subject. Nothing else, as we have already shown, can affect its brilliant commercial possibilities—unless indeed it is that these prospects may for a time be overlooked by capitalists and manufacturers. Everyone who takes the slightest interest in it at all, instinctively asks two questions; firstly, whether, in spite of its apparent complication of moving parts, it is reliable; and secondly, whether it is a thoroughly durable piece of mechanism. Nobody need doubt its efficiency nor its mere capabilities when in good trim, and no serious business man would regard even a fairly high prime cost to be any stumbling block to its adoption. Provided that it can safely be left in the hands of men of ordinary intelligence, and that no expensive renewals nor frequent adjustments are required, assurance on that score would satisfy the majority of likely users. It was, in fact, with the express object of investigating Mr. Diplock's latest pedrails from this point of view that we recently paid a visit to Messrs. Robey & Co.'s works at Lincoln, and have given our careful attention to the modified forms of construction which have been embodied in the design in order to secure a far higher degree of reliability and durability than could be relied upon in the early experimental models used for demonstrating the system.

Very considerable improvement has been made in these respects during the

last four years, and there is apparently no reason why pedrail vehicles should not now be supplied with confidence to those who want to transport heavy loads at slow speeds without laying down a railway for doing so. It was difficult, from an examination of the early models, to foresee the degree to which wear and tear could be reduced and cost of replacements be rendered trivial, but now that so much has been

the past by lack of sufficient funds to force the pace of development, but now that he has, in spite of that hindrance, so fully proved his claims, no difficulty should be experienced in obtaining the necessary backing.

Without necessarily going into very full details, a good idea may be given of the novel mechanical features of the latest model, and of still further improvements which are already in hand.



A PEDRAIL WHEEL WITH THE CASING REMOVED

done in this way already, the practicability of the pedrail for daily use has, we think, been established, and there is every reason to anticipate highly satisfactory results from its employment. So favorable, indeed, have its prospects become that it is to be hoped an early move will be made to build pedrails on a large scale, and to develop the huge business that seems to await their appearance. It is no secret that the inventor has been greatly hampered in

In Figs. 1 and 2 the new engine is seen from two different positions, with its pair of 7 ft. pedrails fitted in place of ordinary driving-wheels. Front wheels of usual form are retained in this instance, but they take only a small proportion of the total weight, and when Mr. Diplock's intentions are carried through in their entirety no such wheels are to be employed. In these photographs, and also in Fig. 3, which is a much larger view of one pedrail alone,

the dust-excluding casings are absent—these having been taken off in order that we might examine the interior working parts.

These improvements, which are especially prominent in Fig. 3, consist of the linked chain, B, and of the series of compression springs, A, while in Figs. 4 and 5 the same new features (as applied to one spoke only) are further illustrated, as well as others which relate to the "tendon" rods, C, and the rollers, E. The chain, B, acting in conjunction with all the springs, A, serves the purpose of the old individual tension-springs which were hitherto relied upon to draw the foot-carrying spokes inward after they had been carried outward by the guides and had done their work (taken the load) against stationary (axle-carried) rail. By the use of this chain, which passes around pulley-wheels on all the spokes, the actual travel of each spring is reduced very materially; and another merit of the new design is that all the springs now act in unison with one another to control the inward movement of every spoke. Risk of breakdown in these parts is thus reduced to such a degree that it may almost be said to have been eliminated. The modification connected with the roller, E, (carried by each spoke) is that its axle is rigid with it instead of forming a bearing-surface for it to revolve upon, and that the wear of the softer outer bearing-metal is thus unaccompanied by a reduction of contact-surface as it is in the converse case; while the fresh feature of the tendon-rods, C, is the introduction of cushion-springs, D, for taking up all backlash in the spherical cups at their lower ends. This last mentioned provision is typical of other changes that have been introduced at other points, similar means having, for instance, been adopted inside each foot—against the ankle-ring—for holding

it up by spring-pressure to its spoke; the same principle is, moreover, now being applied to the main guides for the spokes themselves.

Other improvements there are which are not visible in our present illustrations, but which have nevertheless had an equal effect in rendering the pedrail suitable for ordinary commercial work. The use of a longer rail is quite one of the most important, while hardly less so is the latest system of automatic lubrication, or is the spring-drive device which is embodied in one of the gear wheels between the engine crank-shaft and the pedrails. Proofs of their merits are not far to seek when witnessing a test of starting, running and reversing, for the machine is remarkably silent in motion, and it gets under way with no apparent effort.

In the same way, too, the advantages of the latest design is seen at once by the readiness with which the various parts can be dismantled and replaced in case of need, a whole spoke for example being removed (as seen in Fig. 5) in a minute or two, and a foot taken apart in quite a short time. Similarly the design is now such that all parts which are subject to wear and tear, with continuous use, are of a simple and inexpensive character in themselves.

This fact, combined with the anti-back lash springs, not only reduces to a minimum the attention needed from those in charge, but should also ensure an unusually long life—*i. e.*, very low working cost—for each pedrail as a whole.

Generally speaking, therefore, it will be seen that Mr. Diplock has made enormous strides of late towards perfecting his unique machine, and that even if it is necessarily composed of a considerable number of parts, that fact alone has been largely neutralized by ensuring their reliability and durability

Automobile Topics Tour

TWO AND ONE-HALF YEARS' SERVICE FROM A MORGAN & WRIGHT TIRE

Here is a man who received the kind of service which would "delight the heart" of most any motorist.

He says:—

I purchased a touring car in March, 1906, placing on it four different makes of tires, one of which was a MORGAN & WRIGHT. All of them have been repaired or worn out except the MORGAN & WRIGHT tire. The face of this tire shows but little wear with the exception that this Spring I cut a strip about two inches long on what I think was a piece of glass, and by continued wear on the canvas it blew out with me this week. I at once ordered a new MORGAN & WRIGHT tire.

Very Respectfully,
W. D. GULICK.

Washington, N. J., Aug. 7th, '08.

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PHILADELPHIA TO LAKEWOOD AND ASBURY PARK

The tide of travel oceanward from Philadelphia is to the south, in the direction of Atlantic City, yet some portion of it finds its way north to Lakewood, Asbury Park, etc. This week's route which has been out of print, covers these points. The details are as follows:

Philadelphia.

From public buildings, take Market Street, thirteen squares through lower business section, straight through to Pennsylvania Railroad ferry, foot of Market Street. Cross the ferry to

Camden, N. J.

Ferry exit is on Federal Street. Follow Federal Street straight out to the city limits, where take the Moorestown road through Merchantville and straight ahead to

Moorestown (12 miles).

Continue direct on the Moorestown road to Hartford, and on through Masonville and Hainesville to

Mt. Holly (10.5 miles).

The road leaves Mt. Holly east by north, and continues on the main highway, which is a good macadam road, to

Jobstown (26.5 miles).

Continue straight ahead through Jobstown on the main road to

New Egypt (36.5 miles).

Follow the direct road straight ahead. The road is of hard gravel, and continues to

Davisville (40.5 miles).

And straight on to

Cassville (44.5 miles).

From Cassville the road is quite sandy, and continues straight ahead, due north, to

Lakewood (54 miles).

From Lakewood, Point Pleasant is ten miles directly east on one good highway, impossible to mistake—the Point Pleasant boulevard, built to connect Lakewood with the ocean. Follow this straight to

Point Pleasant (65 miles).

From Point Pleasant continue directly north, crossing long bridge over Manasquan River, straight on through Brielle and Manasquan. Leaving Manasquan, turn right, into the Manasquan turnpike, and follow direct; cross railroad, turn left, and continue straight ahead to

Seagirt (68 miles).

Go directly north through Seagirt, following Ocean Avenue to small lake, which cross on bridge over same, and continue to Lake Como, and straight ahead into

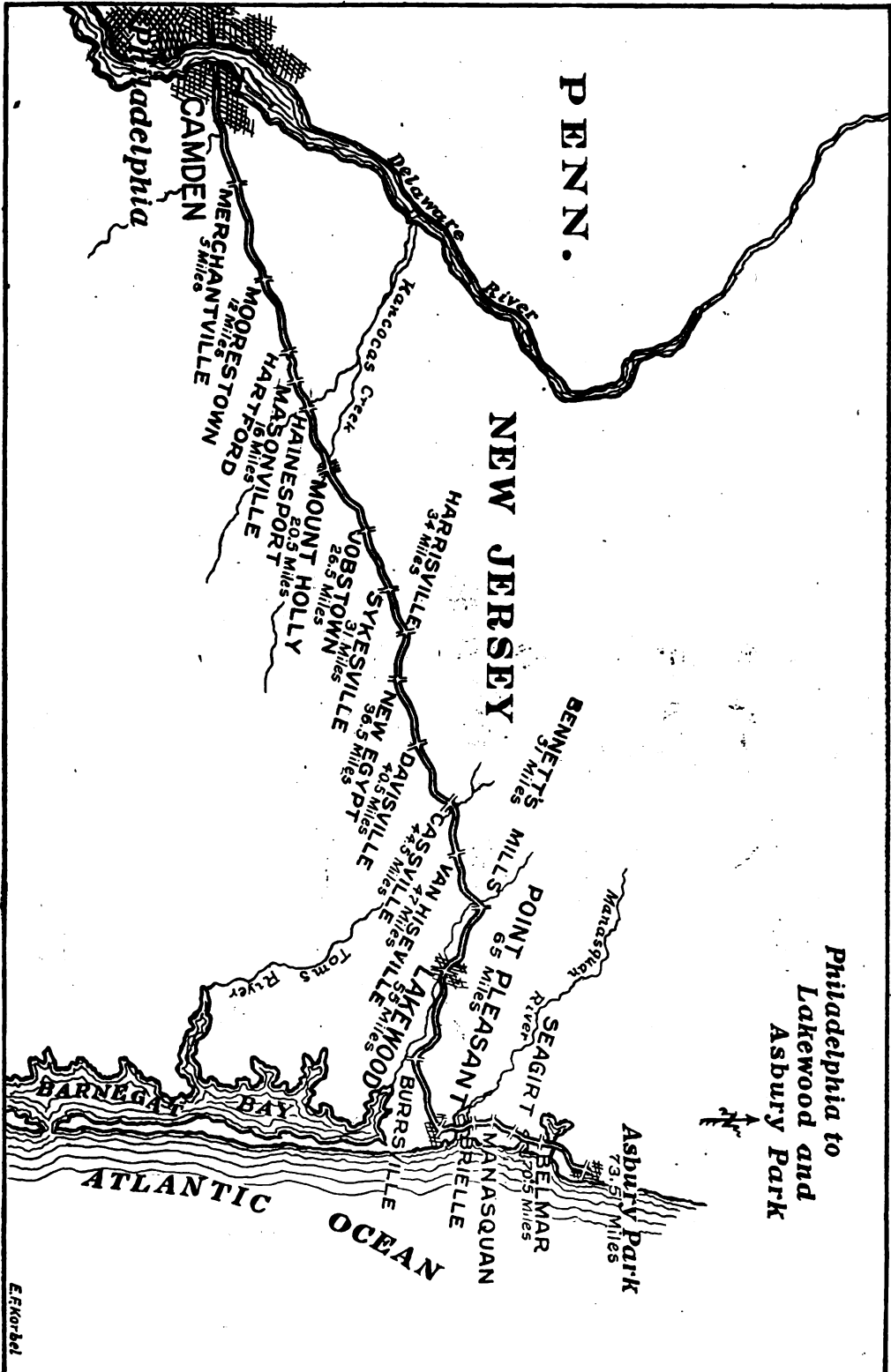
Belmar (70.4 miles).

Continue straight ahead across Shark River Inlet to

Asbury Park (73.5 miles).

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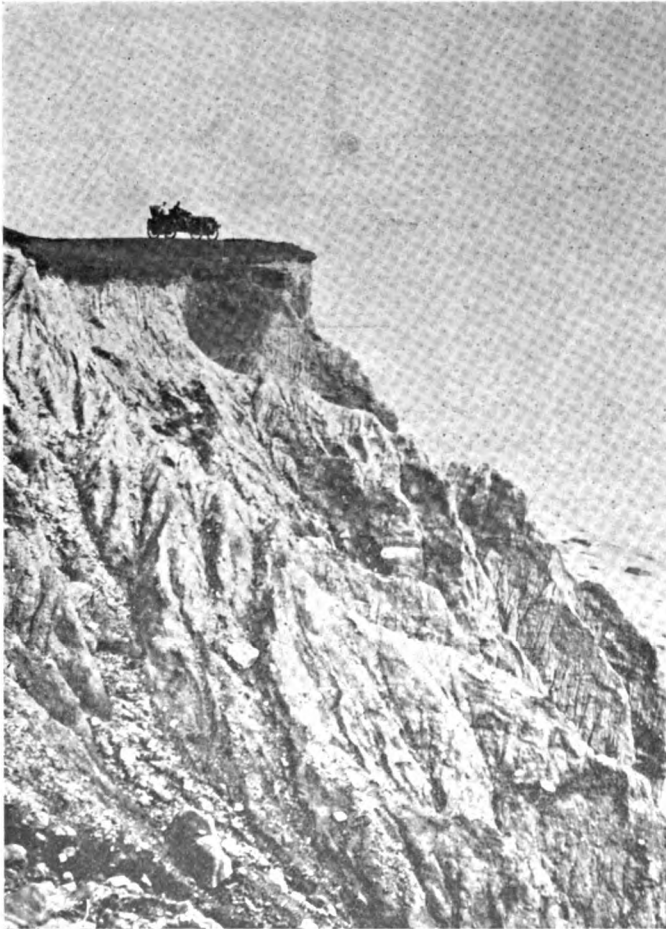
The Peerless Motor Car Co., 2463 Oakdale Ave.,
Cleveland, Ohio

Mention "Automobile Topics" when writing.

when they have once been turned out. At this stage, the subject can be left as far as the present article is concerned, but, before concluding, a word or two might to advantage be added about one of the future schemes of the inventor. For road-trains in particular, but also for an engine hauling one truck, Mr. Diplock has devised a special form of coupling which will enable the engine as well as each trailer to have but one axle instead of two. The coupling immediately behind the engine is, moreover, to be so arranged, with the neces-

sary gear, that steering is effected about it—but turning the trailer relatively to the tractor—instead of by any separate steering road-wheel. Needless to say, simplification, and reduction in the number of pedrails, is one of the chief objects which he has in view, even though there are several other reasons why he is convinced of the superior value of the principle.

C. M. Barnes has been appointed Sales Manager of the Billings-Spencer Co., Hartford, Conn.



A WHITE CAR ON THE CLIFFS AT MONTAUK POINT.

Regulating the Glare of Headlights

The use of acetylene gas for motor-car headlights has steadily grown in popularity, and while many attempts have been made to employ electricity, oil and gasolene vapor, none of them have proved as successful as acetylene for headlight use. The kerosene oil-burning side and tail lamps have maintained their popularity despite their drawbacks, and during the last two years there has been a notable increase in electric side and tail lamps, as this system permits of cleanliness and the lamps cannot be extinguished through conditions of road or weather.

The Besnard system of light projecting and eclipsing employed in Solarclipse lamps has created a sensation in Europe. The United States patent rights are owned by the Badger Brass Mfg. Company. This system is claimed to be the final and complete solution of the acetylene headlight problem. Two distinct rays are thrown by Solarclipse

lamps; one long distance, which has the penetrating power of over one thousand feet ahead, and one short distance, which is thrown directly in front of the car. It goes without saying that the long-distance ray is an absolute necessity for road use, but the blinding, dazzling glare impairs the usefulness of the lamp when city travel is necessary.

The long-distance ray used in Solar lamps are probably more powerful than any other. This is made possible through the use of a special lens mirror reflector designed and made by Bausch & Lomb. Through the simple manipulation of a dashboard switch the long-distance ray may be entirely eclipsed. The driver, therefore, at all times has perfect control of the lights. Once the long-distance ray is suppressed the advantages of the short distance ray is brought into play, since the road immediately before him is brilliantly illuminated.

A New Horse-Power Formula

As a result of the deliberations of a sub-committee of the British Society of Motor Manufacturers and Traders appointed for the purpose of arriving at a gasolene motor rating formula that shall give greater accuracy than it is possible to obtain with the Royal Automobile Club's rating ($B. H. P. = 0.4 \times D^2 N$), the following equation is proposed:

$H. P. = K \times D \times (D-1) \times (R+2) \times N$,
Where K is a constant; D, the bore of the cylinders in inches; P, the ratio of bore to stroke; and N, the number of cylinders.

Although K is a constant, a different value is assigned to it according as the car is a touring or racing one. For the former it is 0.197, and for the latter 0.333, the object being to make allow-

ance for the greatly increased piston-speed of racing-cars. In comparison with the R. A. C. formula, the new one gives in most cases a little higher figure.

Reo Factory Addition Nearly Ready

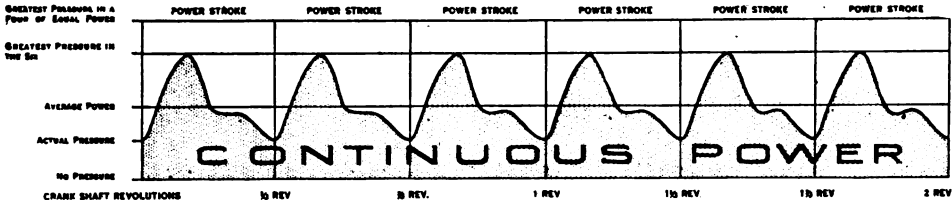
Progress is being made on the new factory buildings for the Reo Motor Company at Lansing, Mich. These will add some 200,000 square feet of floor space to the present facilities of the industry and will mean the addition of practically 300 men to the present force of employees.

A project is under way to establish a motor 'bus line between Houghton, Hurontown and South Range, Mich.

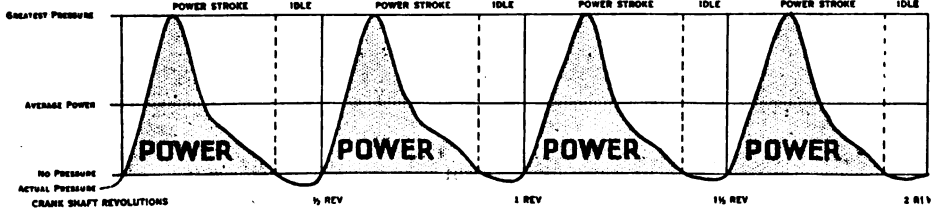
Superiority Shown in Diagrams

Diagrammatic methods are employed by the Winton Company to show the superiority of the six-cylinder car. In the As is well known, the Winton Company was well pleased with its experience with the six-cylinder engine

THE APPLICATION OF POWER IN THE SIX-CYLINDER MOTOR



THE APPLICATION OF POWER IN THE FOUR-CYLINDER MOTOR



last issue of the *Auto Era* the diagram which is here reproduced appeared and was left to tell its own story.

last year that it decided to turn out nothing but this type of motor hereafter.

An Unusual Young Woman

Miss Alice Potter who recently made a trip from Chicago to New York and return in a Haynes car, without male assistance, is rather an unusual woman. She made the run with two young women friends and a chaperon. The run was a success in every way.

Every drop of oil and every drop of gasoline used on the journey was strained by Miss Potter. She would take no chances on some man's carelessness marring her trip.

Miss Potter is frail and small-looking except for her features, like a girl of 16. But she is chock full of vital energy and determination. She has driven her Haynes car 15,000 miles in a season, which shows to some extent her pluck and endurance. She has been driving three years. Before that she rode a bicycle, and made many long

distant runs. She plays golf and plays well. She rides horseback and she drives horses.

She speaks French, German and Spanish. She plays the piano and several other instruments. She studied music for two years in Europe. She conducted a ladies' orchestra for a time. She also can go some on a sewing machine, and makes her own clothes. She is an enthusiastic Y. W. C. A. worker.

Prizes for Winning Chauffeurs

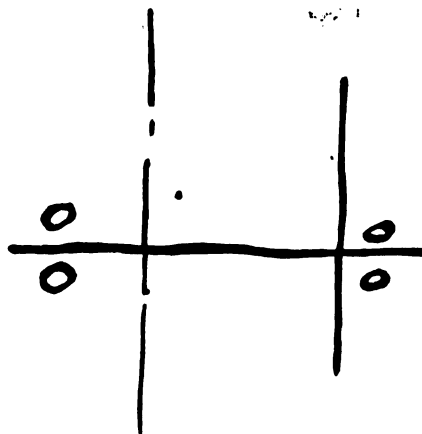
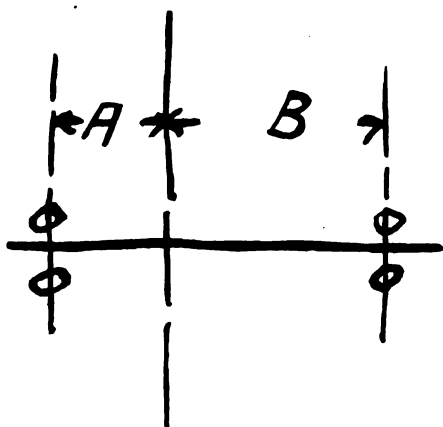
General Manager J. M. Gilbert, of the Continental Caoutchouc Company, will offer \$4,000 in cash prizes to the drivers of the first three cars using Continentals in the Savannah race—\$2,000 to the winner, \$1,250 to second and \$750 to the car finishing third.

Spare Wheels and Bearings Efficiency

BY HENRY HESS

There is a feature accompanying the use of the spare wheel of that type which is attached to the rim of the regular wheel, such as the Stepney, Burrows, etc., which is not as yet generally recognized, but is of decided importance. The use of the spare wheel will,

tread; depending upon the size of the tire and the relative location of the bearings this line may fall within the outer bearing, in line with that or beyond it. In every case this carriage of the load on the spare results in imposing a far greater load than contemplated on



under certain conditions, affect the safety of the wheel bearings very considerably, even to the extent of positively endangering them.

Fig. 1 is a rough diagram indicating the center line of the tread of the regular wheel with reference to the usual arrangement of the ball bearings in the average hub. As the plane of the tread passes between the bearings the load sustained by the wheel is divided between the two bearings proportionately to the distances A and B. The bearings are selected for corresponding carrying capacities.

The use of a spare wheel changes the conditions as roughly indicated on Fig. 2; the dotted line is the plane of the regular wheel as before, but as that wheel does not carry this does not come into consideration. The full vertical line represents the plane of the spare wheel

the outer ball bearing, in all likelihood sufficiently greater to seriously endanger that bearing.

If a spare of this type is to be used, then such use should be restricted to the unavoidable minimum for getting home, and even then cautious driving to avoid all sudden strains is imperative.

The Matter of Light Weight

So much has been said in favor of light-weight cars that the Winton Motor Carriage Co., of Cleveland, has prepared the other side of the story. The book is now in press and will be ready for distribution with a few days. It admits every argument put forth in behalf of light-weight cars, and goes on to prove that the arguments in favor of cars not light in weight are the more important. The book is interestingly illustrated.

Renault to Build Light Truck

Encouraged by their success in building a light type of delivery wagon for a number of years past, at their factory at Billancourt, France, Renault Freres have decided to produce a 14-20 hp., 4-cylinder truck with a body space of 11 ft. 6 in. x 4 ft. to carry 3,500 lbs., and a 10-14 hp., 2-cylinder with a body space of 9 ft. 10 in. x 3 ft. 3 in. to carry 2,000 lbs.

Paul Lacroix, General Manager Renault Freres Selling Branch in New York, announces that the price for the American market will be \$4,000 for the 14-20 hp. chassis without body and \$2,-

500 for the 10-14 hp. chassis without body.

The first order for America has been placed by James Gordon Bennett for the New York Herald. It is for seven chassis of the 14-20 hp. type and one chassis of the 10-14 hp. type. They are to be used for the delivery of Her-alds to different distributing stations in New York city. The Paris edition of the *Herald* already use Renault delivery wagons and it was only after trials of trucks and delivery wagons of different other makes that the Renault type was selected.

Quinby & Co. to Sell Pennsylvania Cars

Pennsylvania cars will hereafter be handled in New York and Northern New Jersey by J. M. Quinby & Co., the well-known carriage builders of Newark, N. J. Arrangements were completed last week in consequence of which Quinby & Co. will open a large and spacious showroom in New York City, and will have as a running mate to the "Pennsylvania" the "Isotta." The initial order for Pennsylvania cars is for 150 machines. The Pennsylvania Co. was compelled to limit them to this number of cars this season, from the

fact that its product will only be 500, and it was necessary to retain the balance to take care of its other agents.

It is the intention of Quinby & Co. to sell Pennsylvania cars at the regular catalogue list; at the same time, to be able to furnish Pennsylvania cars, with special Quinby equipment, at an increase of list. They enjoy such an excellent following that there are a great many other customers who will buy Pennsylvania cars, and have them fitted with custom-made bodies and tops; in other words, special equipment.

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A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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The Lion and the Lamb

The publication this week of the text of the agreement entered into by the American Automobile Association and the Automobile Club of America makes it possible to determine just what happened when the hatchet was buried and representatives of these two bodies smoked the pipe of peace in honor of its obsequies. It also sheds light on the mooted question that has been much asked during the past few days, viz., Which is the under dog? A careful reading of the document leaves no room for doubt that the A. A. A. is the lamb and the A. C. A. the lion; the former animal has completely disappeared from view and Leo is complacently licking his chops, thus affording an inkling of the whereabouts of his erstwhile companion.

It is no exaggeration to say that if the present agreement is to stand, its provisions carried into effect, and the status thus created become permanent, the A. A. A. as a militant body, the dominant power in the automobile world, has ceased to exist. By signing the agreement the A. A. A. retired from the field of battle and turned over to its rival complete control of the matters which had figured in the war.

Curiously enough, these matters had to do with international affairs and racing matters solely. The original bone of contention—the proper policy to be

followed in New York State legislation—appears to have been lost sight of entirely. Absolutely no mention, direct or indirect, of it or of similar matters which caused friction between the two organizations is made in the agreement. Instead, as stated, international and racing matters alone are discussed and settled.

This is logical. Whatever may have been the case last spring, when the break came, it is indubitable that during the past few months the original issues have been lost sight of and the battle fought along the lines referred to.

In abandoning its strong, entrenched position and descending into the plains, so to speak, to fight a hopeless battle, the directing spirits of the A. A. A. dugged a pit into which they have fallen. They were in the wrong in this racing business and their fight was a hopeless one from the beginning.

In its conduct of racing, the A. A. A. has been a conspicuous failure. The scandals and disgusting blunders which have marked its administration of racing during the past two years has done more to weaken it in the public confidence than all its other acts put together. It was a weathercock that turned whichever way the winds blew. The A. A. A. president declared that "sanction money is blood money," and throughout his administration made no concealment of his hostility to it. Those in control of the racing department of the Association took an opposite course and did everything they possibly could do to keep racing alive, with the result that they still further muddled the matter.

The culmination of a long series of blunders came when the present racing rules regarding the eligibility of Vanderbilt Cup entries were adopted, the A. A. A. thus setting itself in direct conflict with the Association of Recognized Automobile Clubs. By this single act the A. A. A. placed itself in an untenable and impossible situation and gave the A. C. A. just the opportunity that it needed.

As the situation now stands, the Automobile Club of America is in complete control of racing of every kind. The American Automobile Association might just as well withdraw from the field now as be forced to do so later. It will find plenty of work to do in other directions, and among its friends and well wishers there will be a distinct feeling of relief that the decision has been taken out of its hands and the control of racing wrested from it, willy nilly. It can now devote itself to the advancement of the cause of automobiles, the correction of oppressive and unjust legislation, the amelioration of the condition of motorists in trap-ridden districts, the advancement of good roads work and other useful purposes. If it does this and forgets all about racing some good will have been accomplished. If it does this and forgets all about racing some good will have been accomplished months.

As to the A. C. A., it remains to be seen what use it will make of its great opportunity, and whether the enormous power thus suddenly and unexpectedly conferred upon it will be used with moderation and for the good of the whole motoring body.

YEAR BOOK, 1908

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CHANGES AND ADDITIONS (No. 22)

C

Compass, Watch as a.—Due south can be readily ascertained if one has a fairly correct watch and the position of the sun is distinguishable. Point the hour hand to the sun, and the south is exactly half-way between the hour and the figure XII on the watch. For example, suppose that it is 4 o'clock. Point the hand indicating IV to the sun, and II on the watch is exactly south. Suppose that it is 8 o'clock. Point the hand indicating VIII to the sun, and the figure X on the watch is due south.

P

Prony.—A unit of power proposed for motor-vehicles. It is a unit of 10 kilogrammetres (q. v.) per second, or the tenth of a poncelet (q. v.), and almost equal to the hectowatt or one-tenth of a kilowatt in electrical nomenclature. The prony is exactly 98.1 watts, or, practically, 100 watts. The advantage of the use of the prony as a unit in the calculation of powers for motor-vehicles is its simplicity. The calculation is as follows:

Let P be the power in pronys; F the weight of the vehicle in tons; k the co-efficient of traction in centiemes; $\tan a$ the gradient in centiemes; and v the speed in metres per second. Then

$$P = F (k + \tan a) v \text{ (pronys).}$$

Example: A vehicle weighing 15,000 kilogrammes is required to ascend a gradient of 2 per cent. at a speed of 4 metres per second; the co-efficient of traction being 3 feet second. The power necessary to apply to the periphery of the wheel will be:

$$P = 1.5 (3 \times 2) 4 = 30 \text{ pronys.}$$

If the efficiency of the system is 80 per cent., the power of the motor to give the speed must be:

$$P = \frac{30}{.8} = 37.5 \text{ pronys.}$$

If an electric motor is in question, it should furnish 37 hectowatts or 3,700 watts.

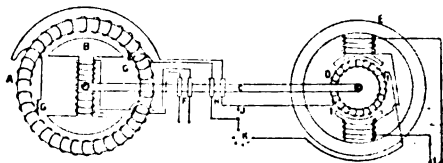
S

Steel, Silico.—A new alloy steel possessing great permeability and showing very low hysteresis loss. As a consequence, the cores of transformers for which the material is now being used exhibit very low iron and copper losses and excellent regulation. The use of such steel, as a substitute for soft iron for induction-coil cores, promises to result in a greater efficiency of the coils, the waste in which is in a great measure caused by hysteresis and eddy currents in their cores. This would result in a less battery consumption per spark.

T

Transmission, Electric, New.—The object of this new system of electric transmission, devised by Mr. P. Zani, is to assure the principal gasoline motor a constant charge; and what differentiates it from other systems of electric transmission is that it is both mechanical and electrical.

There exists, as is well known, a torsional stress between the stator and rotor of an electric motor or generator, and



such stress is utilized in the electric braking of street cars, in which the short circuiting of the armature causes a resistance to the torsion between it and the inductor.

It will be understood that if the polar pieces could revolve, the opposite effect

would occur; but, being fixed, they, in the case of the electric brake, bring about a braking stress.

In the system under consideration, the polar pieces, B, are fixed to the transmission shaft, while the armature is actuated by the motor. Upon the shaft, C, is fixed a second armature, D, revolving in a magnetic field generated by the fixed polar pieces, E.

The couplings are such that the current produced in the armature, A, actuated by the motor, is transmitted to the armature, D, of the driving shaft. When the car is running at a good speed and under proper conditions, the polar piece, B, and the armature, D, will revolve at the same speed, and, under such circumstances, no current will be generated in the armature, since no line of force is cut. However, when the speed of A decreases, with the increase of charge with respect to B, there will be created a current depending on the difference of speed. The current thus produced will be transmitted through rings, H, to the armature, D, mounted upon the shaft, so that when the speed of the shaft, S, tends to diminish the load, the motor stress is increased

by the armature, D, which, with the polar pieces, E, practically constitutes an auxiliary motor as soon as the speed decreases. In order to regulate the speed of the drive-shaft, the excitation of the fields B and E is made to vary by increasing the excitation of B and decreasing that of E, in order to increase or diminish the speed.

The regulation of the field is effected by a commutator by which the number of contacts and the number of elements of each field are varied simultaneously. For starting, a variable resistance is interposed in the principal circuit, in order to prevent the passage of too strong a current in the armature D, which is stationary at this moment, and to give a strong field to the polar pieces B, so as to assure a proper starting effort. When the car is running at a good speed, the armature C is not employed. In order to prevent losses by the passage of the current into this armature, the latter can be thrown out of circuit by the commutator J. At this moment A and B behave as elements of an electric clutch. Backward running is effected by reversing the field E.

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News Notes

In the Brighton Beach 24-hour-race of October 2 and 3, the Acme Motor Car Company will be represented by one of the 1909 cars of the type known as Type 25. This is a larger model than any heretofore made by the Acme Company. The engine has a five-inch bore and a five-inch stroke, and is rated at 55-60 hp. The car is an expansion of the idea developed by the construction of a Vanderbilt racer. The car will be made in a touring car and runabout. The car used in the last 24-hour race was driven to Reading and there subjected to a searching examination. The factory experts found it in fine condition, the run of 976 miles having apparently had no effect upon it. It will be fitted with a touring body and delivered to an agent who had placed an order for the car before it was entered in the Brighton Beach event.

To the long list of records and victories credited to Truffault-Hartford shock absorbers, comes the winning performance of Louis Strang, with the 50 hp. Isotta, at Lowell, Mass., when he won the big road race by more than 70 miles over the next nearest competitor, whose car was not equipped with shock absorbers. Strang in his three great victories this year, has never had the slightest trouble with tires, and he says the shock absorbers contributed much to the victories. He says the shock absorbers relieve all strain on tires and springs.

The entry of the S. P. O. car at Brighton Beach was the first appearance of the car in races in America. The machine is a 16 hp. car, made by the Société Française de Petit Outillage of Clinchy, France. It is the regular 16 hp. chassis used for the S. P. O. town car and taxicab. The S. P. O. Company had intended to enter one of their 24 hp. cars, but it did not arrive in New York in time. S. Kjeldsen, the general manager of the American branch, decided to strip one of the 16 hp. cars and take his chance with it.

First, second and third were the places captured by cars equipped with Truffault-Hartford shock absorbers in the 24-hour race at Brighton Beach. It may have been only coincident that the Lozier which won was equipped with shock absorbers for the first time, although it has competed in many other races. E. V. Hartford, president of the Hartford Suspension Company, claims, however, that it was just the addition of shock absorbers that helped it to victory.

In a critical article on automobile body building, the Carriage Monthly says: "The Winton Motor Carriage Co., of Cleveland, take a considerable pride in motor body construction. They have investigated the body problem thoroughly from the beginning of motor car manufacture to the present time, have attained the desired results and are at the top in auto-body construction."

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The St. Louis police authorities have ordered the motorcycles of the motorcycle police squad equipped with Jones Speedometers.

J. W. Maguire Co., Boston representatives of the Pierce line, are making alterations to their Boylston Street salesrooms.

Among the new Stearns agencies recently placed is one in Milwaukee, with the Wisconsin Automobile Exchange.

Webb Jay has been appointed the Chicago representative of the Premier line.

INCORPORATIONS

New York, N. Y.—Precision Tool & Instrument Co., with \$100,000 capital, to manufacture engines, motors, etc. Incorporators: J. A. Straussman, E. M. Munn and J. F. Brown.

Madison, Wis.—The New London Auto Co. with \$5,000 capital. Incorporators: A. Falkenheimer, W. J. Sader and H. R. Furst.

New York, N. Y.—La Buire Import Company, with \$5,000 capital, to deal in automobiles. Incorporators: Isaac H. Walker, William M. Walker and Pauline D. Walker.

New York, N. Y.—Apthorp Motor Car Company, with \$50,000 capital. Incorporators: M. Taliaferro Lordau, E. Libbey and Louis Rosenberg.

Camden, N. J.—Auto Accessories Company, with \$10,000 capital. Incorporators: F. R. Hansell, Wm. F. Eidell and I. C. Clow.

Omaha, Neb.—Coit Automobile Co., with \$10,000 capital. Incorporators: J. Clarke Coit, J. T. Stewart and Ella M. Brown.

Louisville, Ky.—Louisville Taxicab Co., with \$50,000 capital. Incorporators: John E. Roche, W. G. Goldewey and L. K. Delph.

Waldron, Ill.—Waldron Runabout Co., with \$50,000 capital. Incorporators: E. O. Parker, D. J. Lewis and C. M. Marshall.

Buffalo, N. Y.—Densmore Co., with \$15,000 capital, to conduct general automobile business. Incorporators: Wm. R. Densmore, Fred Densmore and Frank Sturtevant.

Newark, N. J.—Pope-Hartford Auto Company, with \$50,000 capital. Incorporators: B. C. Finck, Henry E. Holt and Charles A. Dickson.

New York, N. Y.—Frawley Taxi Company, with \$100,000 capital. Incorporators: P. J. Frawley, Henry Kellershon and Paul L. Kiernan.

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Automobile Calendar

September 15.30.—Italian Commercial Test, under auspices of Automobile Club and Touring Club of Italy.

September 24-26.—Three Days' Run under the auspices of the Michigan State Automobile Association.

September 25-26.—Two-Day Race Meet at State Fair Park, Milwaukee, under the auspices of the Wisconsin State Automobile Association.

September 25-26.—New Jersey Good Roads and Legislative Convention, to be held at Atlantic City.

September 26.—Roadability Contest, under direction of the Delaware Automobile Association, starting from Wilmington.

September 27.—Chateau-Thierry Hill Climb.

October 1-10.—Competition in France for Small Commercial Vehicles, organized by L'Auto and by the Poids Lourds.

October 2.—Speed Trials of Royal Automobile Club, in Isle of Man.

October 2.—Gaillon Hill Climb.

October 2.—Automobile Track Race Meet in Poughkeepsie, N. Y.

October 2-3.—Second 24-hour Race Meet of Motor Racing Association at Brighton Beach, N. Y.

October 3.—Automobile Race for Grand Prix cars on Brooklands track, England.

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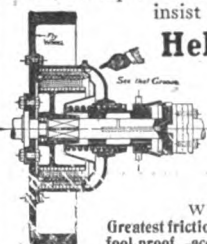
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October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 10.—Race Meet at Narragansett Park Track, under the direction of the Rhode Island and Automobile Club.

October 10.—200-Mile Road Race in Fairmount Park, Philadelphia, under direction of Quaker City Motor Club.

October 10.—Automobile Carnival and "Tour Around the World," in Morristown, Madison and Chatham, N. J.

October 10.—Motor Parkway Sweepstakes, on Long Island Parkway, under auspices of Vanderbilt Cup Commission.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 14-16.—Three-day Reliability and Endurance Contest, under direction of Cleveland Automobile Club.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November—Olympia Automobile Show in London.

November 20-28.—Stanley Automobile Show in London.

November 25.—Light Car Race on Savannah (Ga.) course, under direction of Automobile Club of America.

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ALTERATIONS AND EXTENSIONS

we have had under way providing
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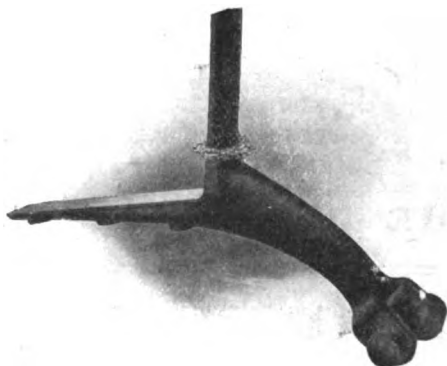
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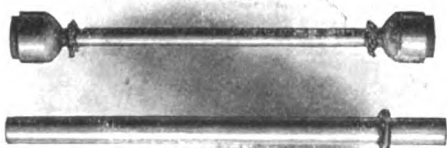
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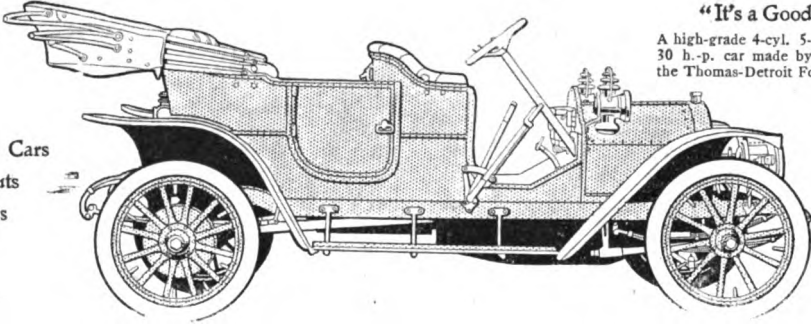
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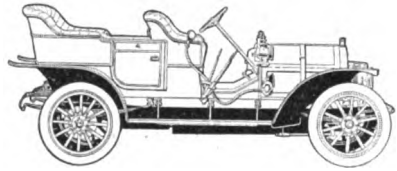
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Formerly the Thomas-Detroit Forty



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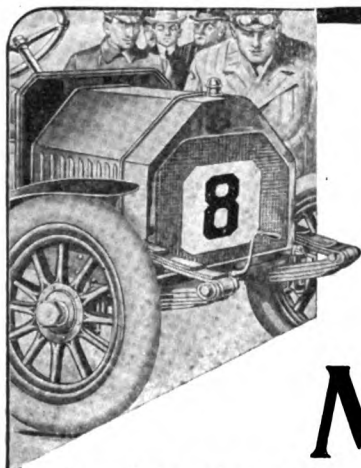
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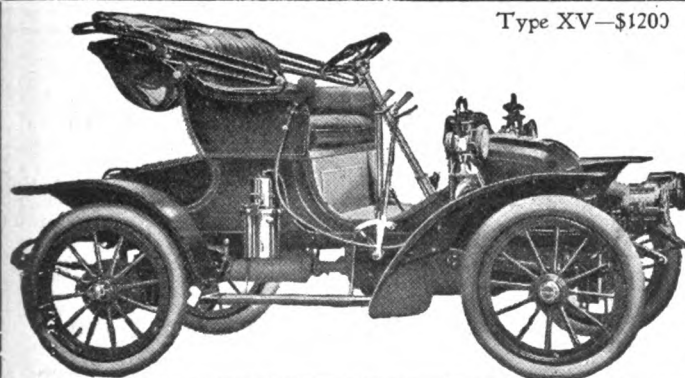
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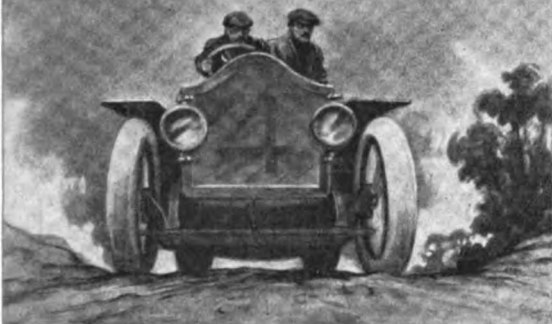
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The fourth consecutive year that the annual A.A.A. tour has been won by cars equipped with this world famous record making, record breaking Shock Absorber.

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The wonderful performance of the Pierce, Studebaker, Harmon, Stevens-Duryea, Rainier, Thomas and Premier cars, all equipped with Truffault-Hartfords, speaks for itself.

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For Road Ability, For Low Cost of Upkeep,
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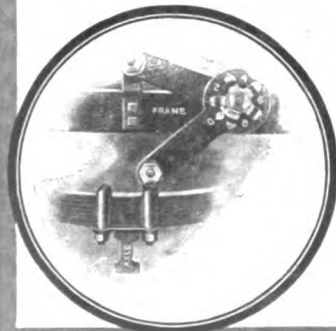
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Equipped with a controller that will not arc or "freeze"---the simplest and safest of all controllers.

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Quality and Experience Count

Throughout our entire nine years we have maintained a live department of expert mechanical and electrical engineers who have made Baker Electrics perfect and dependable.

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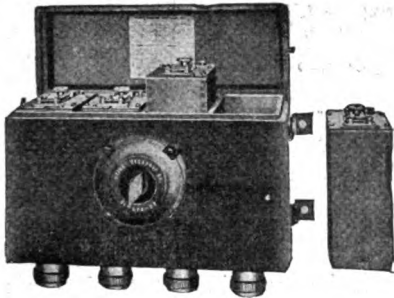
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Lowell, Mass.

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50 H. P., \$5,750. 70 Miles an Hour

WORLD'S RECORDS

A Simplex stock car, driven by Robertson and Lescault, established the following world's track records in the Brighton Beach 24-hour Race:

56 Miles in One Hour (established during the second hour).

105 Miles in Two Hours (during the seventeenth and eighteenth hours).

1,029 Miles in 21 1-2 Hours (the Simplex having been retired from the track for 2 1-2 hours owing to a cracked cylinder caused by a leaky radiator).

The previous world's record for 22 hours being 995 miles, and the best time made by any other car at Brighton Beach for the 22 hours being 1,016 miles.

The showing completely bears out our claims of Simplex performance and consistency.

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1,620-22-24 BROADWAY, NEW YORK

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Mr. Motorist:

Did you receive our 1908-9 *new* prices sent you on the 21st last?

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Lower prices we *can* make, also *cheap* tires, but we do not think them desirable.

No matter what others may say to the contrary, *all* materials used in the manufacture of tires will be higher, *not* lower, during the coming year, and *are* higher at present than for some time past.

Continental prices are based so that at *all* times we can give you the *best* rubber, the *best* fabric and produce them only with skilled labor. You can buy them now, or specify them on your new car, and feel in every way that you will get mileage satisfaction in every sense of the word.

Continental Round and "A-C" (flat) tread covers are sold at even prices, in every size, and are guaranteed for 3,500 miles. Continental Type Course (flat) tread covers are somewhat higher, but *carry a guarantee of 4,500 miles.*

Type Course Covers are made for *hard* service of *any* kind—Racing, touring and heavy car use.

Our Demountable Rims allow you to carry your "spares" all inflated, *ready* for use at a *moment's* notice. An ample reduction in price makes them very reasonable, and we can change your wheels *anywhere* in the United States in *two* days after delivery.

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Automobile Topics

Illustrated

Vol. XVI.

NEW YORK, OCTOBER 3, 1908.

No. 26.

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SCENE ON THE SAVANNAH COURSE WHERE THE GRAND PRIZE RACE WILL BE RUN
ON THANKSGIVING DAY

Automobile Topics

Illustrated.

THE ONLY WEEKLY PUBLISHED FOR AUTOMOBILE OWNERS

Vol. XVI.

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T O P I C S

Much is expected from the International Road Congress which will be held in Paris this month. It will be international in fact as well as in name, and to this is due the general expectation that conclusions of great and definite value will be the outcome of the general deliberations. The Congress is called as a result of the general belief that our present methods of road construction and maintainance are not in accord with the vehicular demands made upon them at the present time. What was sufficient in the days of Macadam and Telford, even with the minor improvements that the roadmakers of to-day have put into effect, falls very far short of meeting present-day conditions. Chief among the new factors which have wrought the change referred to is the motor vehicle. Unwillingly at first, but now with an approach to unanimity, roadworkers have come to understand that a change must be made in the existing road systems in consequence of the unparalleled growth of the automobile movement.

The Paris Congress will deliberate exhaustively and, there is every reason to believe, fairly, upon the subject. The day of the horse as the monopolizer of the public highways has passed and the time is coming when the quadruped will be an almost negligible quantity, of minor importance or of no importance at all except, possibly, in certain districts where unusual conditions exist to make his retention for a limited time necessary. With the passing of the horse will pass also the chief difficulties that have prevented the discovery of the approximately perfect highway. Roads have had to be built for horses. Their steel-shod hoofs, with the pounding action of their applications, have always had to be taken into account and a road constructed that would resist this incessant shock, and at the same time offer a roughened surface in which the hoof could find support. The smooth rubber tires of automobiles and other horseless vehicles invite the production of a smooth, dustless, enduring roadbed that will last practically for all time. This is the task set the roadbuilders. At the forthcoming Congress they are expected to make a beginning in its performance.

A constant reader rises to ask what has become of the J. D. Thompson Cup. There is an impression that this trophy has become lost in the shuffle which took place in the recent A. A. A.—A. C. A. war. The Thompson trophy, it will be recalled, was to be the prize in a race that was to take the place of the Briarcliff contest.

What a pity it is that the opening of the Long Island Motor Parkway is set for October 10, the same day on which the 200-mile race in Fairmount Park, Philadelphia, will be run! Some people who would like to attend both will be obliged to make a choice, and not all of them can give Philadelphia the preference. Thus they will be deprived the sight of "such a magnificent spectacle" as will be presented, a spectacle that will cause the outside world to acknowledge "that Philadelphia, awakening, has left behind her the 225 years of comatose content, and welcomes with open arms the vast stretch of years to come, determined to strive unceasingly to maintain the prestige this great contest will bestow upon her." That is the way it appears to a Philadelphia publicity procurer who gives his vision to a waiting world.

"It can scarcely be denied that the American Automobile Association was magnanimous in what it conceded to the Automobile Club of America when settling the controversy between the two organizations," remarks an adherent of the former body. No one has ventured to deny this.

A New York bankrupt, whose creditors are trying to learn something about his vanished assets, have discovered that his automobile, valued at \$7,000, was *given* to an actress. When questioned about it, the latter said she "didn't see anything remarkable in a gentleman giving a lady a motor car!"

"Millionaires aid Vanderbilt race," is the way a New York afternoon daily captioned the story of the Keene and Whitney entries. Sort of a Noblesse oblige.

Wilbur Wright, the "man-bird," has become a social lion in Paris. Every morning, it is said, a continuous stream of automobiles makes the journey from Paris to Le Mans to watch him at work.

An impression prevails that the drivers who competed in the recent 24-hour race at Brighton Beach have still to have meted out to them the punishment for their misdeeds—suspension at the hands of the American Automobile Association. Such is not the case, however. The *Evening Mail* has this to say about the matter: "Their competition in the face of the notice sent them prior to the meet in question placed them in suspension ipso facto." "Uncle John" should know, of course, but does he? The rules says that "entry in any unsanctioned race" shall be deemed "sufficient cause for immediate disqualification by the racing board." Take your choice.

A sign of the times is the enrollment of farmers' boys as pupils in automobile schools. It is said that these boys are looking ahead to the time, in the immediate future, when the motor-vehicle will begin to oust the equine, even on country roads. They want to be prepared for this eventuality, knowing that the knowledge possessed by them will be of great value.

Fourteen Cars to Start in 24-Hour Race

Everything is in readiness for the second 24-hour race of the Motor Racing Association, which is scheduled to start at 8 o'clock Friday night, October 2. Preparations have been made for the comfort and convenience of the participants, officials and spectators on a scale of elaborateness never before attempted in an affair of the kind. The experience of the previous meeting has suggested certain changes and improvements, and these have been carried out with great detail. The 24-hour race will be preceded by short-distance contests during Friday afternoon, to act as a curtain raiser for the twice-around-the-clock event.

Fourteen cars have qualified for the start, as follows:

1, 45 hp. Lozier; drivers, Michener and Lynch. 2, 50 hp. Lozier; drivers, Mulford and Cobe. 3, 40 hp. Fiat; drivers, De Palma, Capra and Hawley. 4, 30-60 hp. Stearns; drivers, Laurent and Marquois. 5, 35-45 hp. Renault; drivers, Strang and Basle. 6, 50 hp. Simplex; drivers, Lescault and Robertson. 7, 60 hp. Acme; drivers, Patchke and Rodgers. 8, 72 hp. Thomas, 6-cyl.; drivers, Salzman, Winter and Blanchard. 9, 40 hp. Cleveland; drivers, Chevrolet, Miller and McMann. 10, 40 hp. Garford; drivers, Young and Doty. 11, 40 hp. Allen-Kingston; drivers, Lowell and Crane. 12, 40 hp. Thomas, 4-cyl.; drivers, Roberts and Martin. 14, 35-45 hp. Renault; drivers, Bloch and Clement. 15, 28 hp. Züst; drivers, Truman and Post.

24-Hour Records Hour by Hour

Below are given the records made in previous 24-hour track races, tabulated by hours. As will be seen, Brighton

Beach track holds most of the figures, only a few, made in the early hours, standing to the credit of Morris Park.

Records of 24-Hour Track Races

1 hour—De Dietrich.....	52 Miles.....	Morris Park, 1907
2 hours—Simplex.....	101 Miles.....	" " "
Lozier (4).....	101 Miles.....	Brighton Beach, 1908
Simplex.....	101 Miles.....	" " "
A-K.....	101 Miles.....	" " "
3 hours—Lozier.....	146 Miles.....	Morris Park, 1907
Simplex.....	146 Miles.....	Brighton Beach, 1908
4 hours—Lozier.....	193 Miles.....	Morris Park, 1907
Simplex.....	193 Miles.....	Brighton Beach, 1908
5 hours— ".....	245 Miles.....	" " "
6 hours— ".....	294 Miles.....	" " "
7 hours—A-K.....	332 Miles.....	" " "
8 hours— ".....	380 Miles.....	" " "
9 hours— ".....	423 Miles.....	" " "
10 hours—Lozier (6).....	465 Miles.....	" " "
11 hours— ".....	515 Miles.....	" " "
12 hours— ".....	565 Miles.....	" " "
13 hours— ".....	616 Miles.....	" " "
14 hours— ".....	664 Miles.....	" " "
15 hours— ".....	705 Miles.....	" " "
16 hours— ".....	755 Miles.....	" " "
17 hours— ".....	803 Miles.....	" " "
18 hours— ".....	840 Miles.....	" " "
19 hours— ".....	883 Miles.....	" " "
20 hours— ".....	928 Miles.....	" " "
21 hours— ".....	972 Miles.....	" " "
22 hours— ".....	1016 Miles.....	" " "
23 hours— ".....	1080 Miles.....	" " "
24 hours— ".....	1107 Miles.....	" " "

First Batch of Foreign Entries for Savannah Race

Star drivers and Grand Prix cars are coming from Europe to take part in the Grand Prize race of the Automobile Club of America, at Savannah on November 26. On Wednesday the first of the promised and eagerly awaited foreign entries were received from the Automobile Club of France. They consist of a De Dietrich, which will be driven by Duray, who has always acquitted himself with great credit in former Vanderbilt races; a Clement-Bayard, under the pilotage of Hautvast, and the crack Renault driver Szisz in one of the 115 hp. Grand Prix cars of that make.

The Italian Club also sent the entry of two Italas, to be driven by Cagno and Fournier, respectively. This will be Fournier's first appearance in America since 1905. The Italas are of 120

hp. and built to Grand Prize specifications.

The complete list of entries to date is as follows:

Foreign Cars.—Fiat, Nazarro; Fiat, Wagner; Fiat, De Palma; Benz, Hemery; Benz, Hanriot; Benz, Erle; Mercedes, Salzer; Mercedes, Poege; De Dietrich, Duray; Clement-Bayard, Hautvast; Renault, Szisz; Itala, Fournier; Itala, Cagno.

America Cars.—B. L. M., R. W. Buckley; American Locomotive, L. J. Bergdoll; Matheson, foreign driver yet to be selected; Acme, Patschske or Rodgers; Lozier, Michener.

A cable from W. S. Hogan, the foreign representative of the Automobile Club of America, states that further French entries will be made next week.

More Foreign Entries for Vanderbilt Race

Four foreign and one American cars were entered this week for the Vanderbilt Cup race, which will be held on Long Island, October 24. They were:

Wm. K. Vanderbilt, Jr., Mercedes; Foxhall Keene, Mercedes; Harry Payne Whitney, Brasier; Paul LaCroix, New York representative of the Renault Company, Renault. The latter, which, it is stated, is similar to the Grand Prix

models, will be driven by Lewis Strang. It is expected that two other Renaults will be entered, making a team of three cars.

The American entry was that of a Matheson car, C. W. Matheson being the nominator. This car, which is specially designed for racing, has been under construction for several months, and is reported to be especially fast.

Big Prizes for Florio Cup Race in 1909

At a banquet at Bologna on September 16, in honor of Signor Gregorini Bingham, president of the Automobile Club of Bologna, which organized the Florio Cup race, it was decided that the sum of 80,000 francs should be appropriated to the organization of a race in 1909, of the type and regulations of the Grand Prix; and that 50,000 francs

should be given to the winner. Thirty thousand francs were subscribed on the spot.

Cleaning Device of a Prince

Prince Henry of Prussia has been granted a patent for a device designed to keep clean the glass wind or dust shields carried on motor vehicles.

Which Sanction for the Wilkesbarre Club?

WILKESBARRE, Pa., Sept. 30.—Having decided to take the hill-climbing contest up the Giant Despair course, on Wilkesbarre Mountain, an annual event the Wilkesbarre Automobile Club now has to decide whether a sanction for next year's climb shall be sought from the A. A. A. or the A. C. A.

This question came up at a club meeting this week, and President George F. Lee and Thomas A. Wright, chairman of the Racing Committee, were appointed to visit the officials of the two associations in New York City and ascertain what each association would be

able to do toward making the event a big success.

The sentiment of the club members is for an international event, as being of greater importance and attracting more attention than a national event, and if it is possible to obtain assurance that foreign cars will be entered it will probably be made an international climb.

The date is to be selected as soon as it is decided from which association the sanction shall be secured, and it will then be boomed steadily, for the club is determined to make the event the most famous hill-climbing contest.

American Entries for Grand Prize Race

Three more American cars have been entered in the Grand Prize race, which the Automobile Club of America is promoting at Savannah on Thanksgiving Day, bringing the number of domestic cars up to 5. They are a Locomotive, a Matheson and a Lozier. The Locomotive is a 6-cylinder car, with cylinders measuring $4\frac{3}{4}$ inch bore and $5\frac{1}{2}$ inch stroke, and is entered by L. J.

Bergdoll, of Philadelphia. The Matheson is a specially constructed racer, with 4 cylinders, measuring 6 1-10 inch bore and 6 inch stroke. Its weight is 2,424 pounds, and over the roads of Wyoming Valley at Wilkesbarre it has shown a speed of 94 miles an hour.

No details of the Lozier entrant have been given out, but there is an impression that it is a special racing car.

Light Car Race Entries

Fourteen cars have been entered for the Light Car race of the Automobile Club of America, to be run at Savannah on November 26. They are as follows: 2 Gyroscopes, 3 Maxwells, 3 Buicks, 3 De Dions, 1 Chalmers-Detroit, 1

Cameron and 1 American. Entries for this event close on November 1, although those making entry before October 1 get a reduction of entry fee, which rule applies also to the Grand Prize race.

The Aeroplane vs. the Submarine

"It is believed," said Mr. Otto Berg to a *Herald* correspondent at Le Mans, "that the aeroplane will ultimately prove to be the enemy of the submarine. That is to say, the aeroplane by mounting to a certain height will be

able to detect the presence of a submarine in the water. It is a well-known fact, of course, that from a balloon the ocean can be searched to a considerable depth, and there is a growing belief in the aeroplane.

Bablot Breaks Mont Ventoux Record

Under the most adverse circumstances Bablot, driving a 155 mm. Brasier racer, won the annual hill-climbing contest, held on Mont Ventoux, France, September 12 and 13, breaking the famous record of Cagno by 41.5 seconds. His time was 19 minutes, 84.5 seconds.

The contest did not meet with anything like the support it has received from the trade in past years, but it was, nevertheless, a noteworthy meeting, in the sense that records were broken under conditions that seemed to make fast times impossible. A storm which broke over the district the previous day led some of the competitors to think that it would be very imprudent to race, and as the organizers refused to postpone the event these competitors withdrew, among them being Vermorel, Stimula, Lion-Peugeot and Rolland-Pilain.

The competition proved to be a triumph for the 155 mm. Brasier driven by Bablot, who at the end of sixteen kilometres was nearly two minutes ahead of the famous record of Cagno on his F.I.A.T., but at this point he got on to the snow which had fallen the previous night, and this, with the strong

wind, seemed likely to make the task impossible. Bablot, however, drove with prudence and great skill, although more than once he seemed to the spectators to be in danger, and he finally reached the top in the remarkable time of 19 minutes 84.5 seconds, beating Cagno's record by 41.5 seconds. The performance is all the more extraordinary, as Bablot went up on smooth tires, while, in view of the dangerous character of the snow-covered road, all the others used non-skids. The complete results follow:

September 12

Motorcycles.—First Class—1, Gautier (Griffon), in 28m., 231.5s. Third Class—1, Bastian (Motorsacoché), in 36m. 13s.

Cars.—First Class—1, Asquier (Sizaïre and Naudin), in 51m. 26s. Second Class—1, Vonlatum (Gladiator), in 41m. 5s. Third Class—1, Peitso (Bayard-Clement), in 49m. 20.3-5s.

September 13

Fourth Class.—1, Lacharney (La Buire), in 25m. 51.2-5s. Fifth Class—1, Champoiseau (Imperia), in 24m. 7s. Sixth Class—1, Delaville (Cottin-Desgouttes), in 25m. 1s. Eighth Class—1, Deydier (Cottin-Desgouttes), in 22m. 2s. Ninth Class—1, Mottarol (La Buire), in 22m. 16s. Eleventh Class—1, Bablot (Brasier), in 19m. 84.5s.

Salzer Wins Semmering Hill Climb

The annual contest on Semmering Hill, near Vienna, took place on September 20 in the presence of an enormous crowd of spectators. Salzer, on a Mercedes car conforming to the Grand Prix regulations, established a sensational record, his time being 7m. 23.3-5s.

The following were the results:

Cars of the Grand Prix Formula.—1, Salzer (Mercedes), in 7m. 23.3-5s. 2, Poege (Mercedes), in 7m. 35s. 3, Hemery (Benz), in 7m. 41.3-5s. 4, Latzel (Mors), in 9m. 29.2-5s.

Cars of the Prince Henry Formula.—

1, Willy Poege (Mercedes), in 8m. 25.4-5s. 2, Nickoden (Daimler), in 8m. 40s.

Motorcycles.—1, Wolff (Puch), in 11m. 27s. 2, Kradetzy (Puch), in 11m. 47s. 3, Werlin (Puch), in 12m. 31s.

Two Locomobiles Entered for Vanderbilt

S. T. Davis, Jr., president of the Locomobile Company of America, has made formal entries of two Locomobile racers for the Vanderbilt Cup race which is to be run on October 24. George Robertson will drive one of the cars.

Disaster to the Parseval Airship

The Parseval airship, after making so brilliant a flight on September 16 that the Kaiser ordered a repetition to be made before him over the Potsdam Exerzir Platz, on the following day, met with disaster in the attempt. The airship was trying, in the face of a strong wind, to reach its destination, when one of the side planes used in steadying the balloon gave way. A metal support broke and pierced the triangular hole in the rear of the gas-bag, causing the balloon to fall in the garden of a villa near the Gruenwald Station. The rear of the airship caught in some trees, and the front part, filled

with gas, remained pointing skyward. The occupants, Major von Parseval, Captain von Kehler and two machinists, escaped unhurt.

Major von Parseval subsequently denied that the event reflected upon the system of his airship, but said that it merely demonstrated that the ship was not sufficiently strongly built. The accident occurred, according to him, at a height of between 600 and 1,000 feet. The Kaiser and the vast crowd which had gathered expressed infinite disappointment that within so brief a period Germany's two most famous airships had been destroyed.

A New "Prize for Height"

Owing to the fact that the Aero Club of France has refused to give Wilbur Wright permission to compete for the "Prix de Hauteur," the Aero Club of Sarthe has, according to *Les Sports*, decided to found a new prize to be awarded to the aviator who shall rise from the ground by any means that he chooses to employ, and, ascending to a height of 165 feet, cross a barrier of

balloonets. The aeroplane, however, will have to be in full flight for two minutes at least before crossing the barrier.

If Mr. Wright enters for this prize and wins it, the prize of the Aero Club of France for 83 feet will no longer have any interest, and it will be necessary to reorganize the conditions of that event.

Registered Owners Fall Off Slightly

A slight falling off in the number of automobile owners registered with the Secretary of State of New York is shown for the first six months of 1908. The number is 8,245 as against 8,519 for the corresponding period of 1907. There was, however, an increase in the

number of chauffeur licenses issued—5,247, compared with 5,191 for the first six months of 1907. The fees received from the registration of motor vehicles from January 1 to July 1, 1908, and turned into the State treasury amounted to \$27,000.

Score of Entries for Sweepstakes

The score mark has been reached in the matter of entries for the Motor Parkway Sweepstakes, to be held on the Long Island Parkway October 10. They are as follows:

1 Garford, 4 Mitchells, 1 Moon, 2 Knox, 1 Allen-Kingston, 2 Isotta Fraschini, 1 Maxwell, 2 Pennsylvania, 2 Stoddard-Dayton, 1 Packard. More entries are expected.

What Has Been Done on the Savannah Course

For months, ever since it was definitely decided to hold the Grand Prize and Light Car races of the Automobile Club of America at Savannah next month, work has been vigorously pushed on the roads selected for the purpose. It was designed to provide a course on which the high-powered racing cars could speed up to their limit—a task which required an immense

Savannah Automobile Club, so that America can boast of the greatest speedway of the world, and when completed next month there will be no other, either here or abroad, that will be able to measure up to the great speedway for the two events of the 25th and 26th of November.

"You will notice from the photographs some of the great obstacles that



ONE OF THE STRAIGHT STRETCHES

amount of work in the way of construction of new portions of the road and the improvement of others. This work is now practically finished, and some idea of the manner in which it has been done can be obtained from the accompanying illustrations.

Writing of this work, Secretary Solomon, of the Savannah Automobile Club, has this to say:

"These turns have been calculated to be taken with ease and safety at 90 miles per hour, and as that would be probably the speed the cars will attain you will see there will be no necessity for slowing at any part of the course.

"The country roads have been banked by the County Commissioners for the

had to be overcome, but an enormous amount of money has been spent to leave nothing unturned to make the course all that a speedway could possibly be, and as the bed of the road is made of gravel and chert, which possesses a natural binder, there are no sharp stones as in a macadamized road. You will also notice that we had an eye to the casing on tires, and this was best demonstrated in the 342-mile race here last March, when machines made the entire distance without a single change of tires, and at the finish they were not even hot.

"The County Commissioners are doing, and have done, something which in the history of America has never been



REBUILDING AND BANKING A TURN

attempted before; namely, to provide an automobile course not only perfect in every detail, but are personally supervising every inch in its construction, and will have it so oiled just prior to the race so that there will be absolutely no dust flying.

"One stretch on Ferguson Avenue, which is $3\frac{1}{2}$ miles long, straight as a die 60 feet wide, and less than one foot of grade, will make America's greatest

speedway, and it is here, undoubtedly, all the world's records will be broken. The enormous foreign entries assured has also made it probable that every American manufacturer will be represented not only by their mechanical force in order to get pointers, but nearly all of their salesmen will be on hand to make comparisons between American and European products represented in the race."

Bridgeport's Mayor After Motorists

More than 300 automobilists have been held up in Bridgeport, Conn., within the past week, owing to the sudden activity on the part of the police in enforcing the automobile law of 1907, which requires all drivers to have licenses from the State, which must be carried on the automobile, and to have plain legible numbers fixed to both the front and rear of all machines. Most of the offenders have been stopped at Yellow Mill Bridge.

A nominal fine of \$2 is imposed generally for violations of the law. The police are acting under instructions from Mayor Lee.

The Mineola Board of Supervisors has notified the Vanderbilt Cup Commission that it must file its bond to insure the repair of the county roads following the Motor Parkway Sweepstakes and the William K. Vanderbilt Cup race.

Repair Station in Sight of Parkway Spectators]

One of the novelties of the Motor Parkway Sweepstakes and the William K. Vanderbilt, Jr., Cup race this year will be the introduction of two official supply stations, one of which is to be a depressed station immediately in front of the mammoth grandstand, giving the 5,000 spectators an excellent view of the methods employed by racing crews in changing tires and taking on supplies.

There is a space of about forty feet between the edge of the new cement parkway and the front row of boxes in the grandstand. A switch will be run from the cement curving around in front of the grandstand, and between this switch and the first two rows of boxes there will be a pit about 300 feet long, 10 feet wide and 5 feet deep. In this pit the different racing crews will keep their supplies, including water, gas, oil and tires. As the drivers desiring supplies turn off on to this switch their crews from the bottom of the pit will toss up their tires and gasoline to the drivers and mechanics, as in all races, only the driver and mechanic is allowed to work on the car or to assist in the operation of changing a tire or putting in gasoline.

The idea of a depressed supply station is to give the spectators in the grandstand a clear view of the drivers and mechanics as they make the lighting changes and other adjustments on the racing cars.

The heads of the members of the crew are about on a level with the surface of the track, and all supplies must be kept within the pit so that there is absolutely no obstruction of the view while a car is standing in front of the grandstand. This will be quite an added source of amusement to the sport of the Vanderbilt Cup race and also to the Sweepstakes event, which takes place

on October 10. It has never been done before in this country, and the Vanderbilt Cup Commission, which has charge of both races is sparing no expense to have the innovation introduced properly and to give another attraction to the Motor Parkway races. Spaces in this supply pit will be sold to the entrants at the rate of \$100 per space for the Motor Parkway Sweepstakes and \$200 for the Wm. K. Vanderbilt, Jr., Cup race.

Entrants will be required to keep their gasoline in five-gallon cans, and these may be handed to the drivers, who will have to empty them into the tanks of their cars. No gasoline will be fed to the cars under pressure on account of the danger of such an operation in the open air, and no smoking will be permitted in the neighborhood of the storage pits. All gas cans must be sealed and handed to the driver in that shape.

Another official supply station will be established on what may be termed the back stretch of the Vanderbilt circuit, about twelve miles from the grandstand and on some part of the old Jericho turnpike. This will not be a depressed station, however, as at the grandstand. There will be a railing, on one side of which the crews must remain in charge of their supplies, and the cars will stop on the other side of the railing while the drivers take on such supplies as they need.

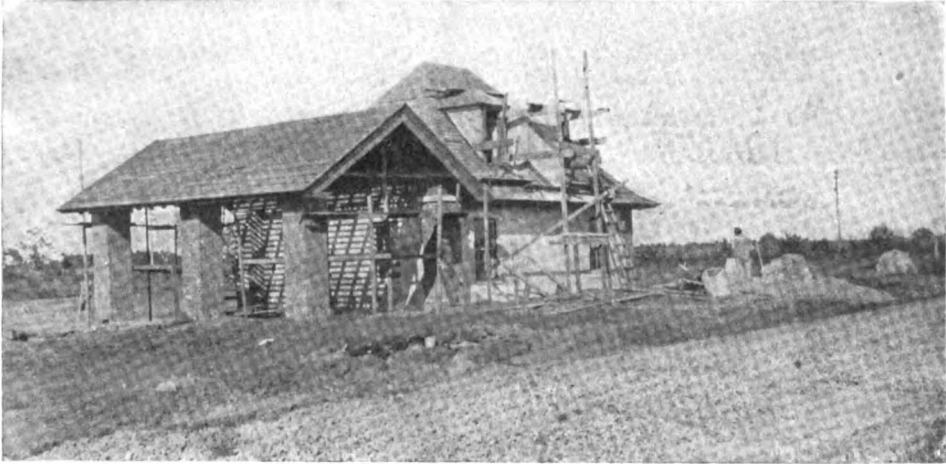
No car will be allowed to take on supplies in either one of the races except at these official stations. If a tire is thrown between stations a driver may replace it, provided he has a reserved tire on his car, but he cannot take on a new one until he reaches the next official supply station.

The restaurant of the Automobile Club of America was opened on Thursday, October 1.

Parking Space on Vanderbilt Circuit

It has been decided to admit touring cars to the Parkway portion of the Vanderbilt circuit (the Long Island Motor Parkway) between daylight and 8.30 o'clock on the morning of October 10. The admission fee will be \$10,

page or Massapequa. Uniform toll keepers will be in charge and tickets of admission may be obtained from them, or in advance at the offices of the Vanderbilt Cup Commission, 437 Fifth Avenue. At 8.30 in the morning tour-



A TYPICAL TOLL HOUSE ON LONG ISLAND PARKWAY

which will entitle the car to a parking space at any point along the Parkway outside of the grandstand parking reservation, and except at the outside of curves and at bridge crossings, where there is danger of a racing car jumping into a crowd.

Touring cars may enter the parkway by way of the Meadowbrook toll lodge, or either one of the toll lodges at Beth-

ing cars will not be allowed to move on the parkway. They must take their stand before this and remain until the race is declared off.

There will be no reservation of space outside of the grandstand reservation, so that the early arrivals on this \$10 admission basis will get the choice parking spaces outside of the grandstand stretch.

Wilbur Wright Tacks Up New Figures

On the afternoon of September 28 Wilbur Wright set up a record distance for the Prix du Comité d'Aviation, from 39 to 48 kilometres (30 miles), remaining in the air 1 hour 7 minutes and 24 seconds.

Then he took up, at different times, M. Paul Tissandier and Comte de Lambert. With the former he established a

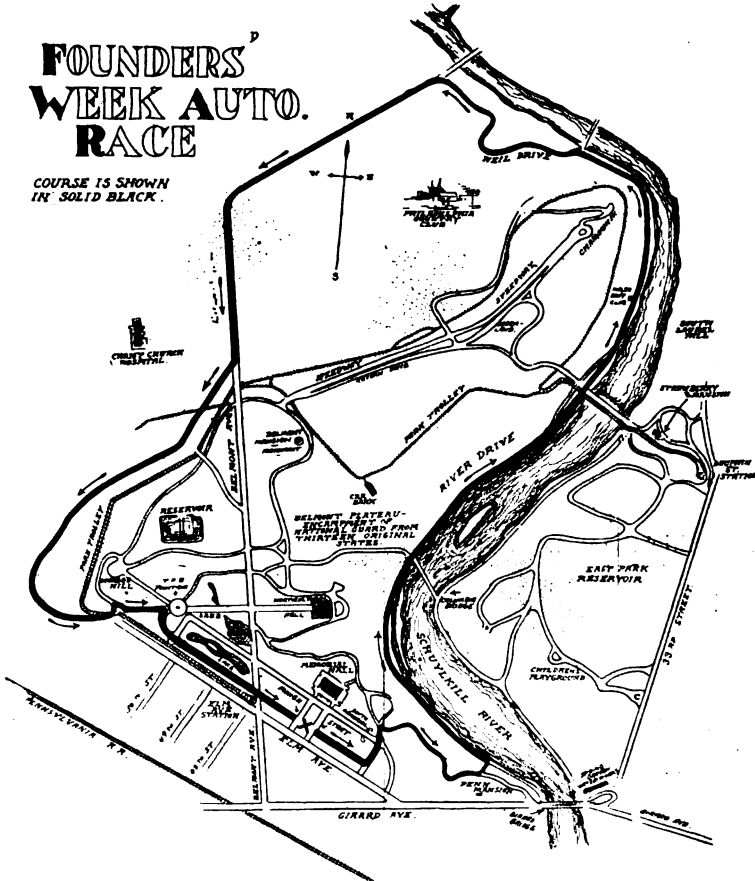
new world's record for aeroplanes carrying a passenger, the flight lasting 11 minutes and 35 seconds. With Comte de Lambert he flew 6 minutes and 15 seconds.

A vast crowd brought by special train and all sorts of conveyances witnessed the performances. All spectators joined in great applause.

Extensive Preparations for Philadelphia Race

PHILADELPHIA, Sept. 29.—With sixteen cars entered for the 200-mile automobile race to be held by the Quaker City Motor Club in Fairmount Park on October 10, during the celebration by

enter, for others were making preparations to compete, but with a case of first come first served, a number were left out. The cars, with their drivers as nominated, are as follows:

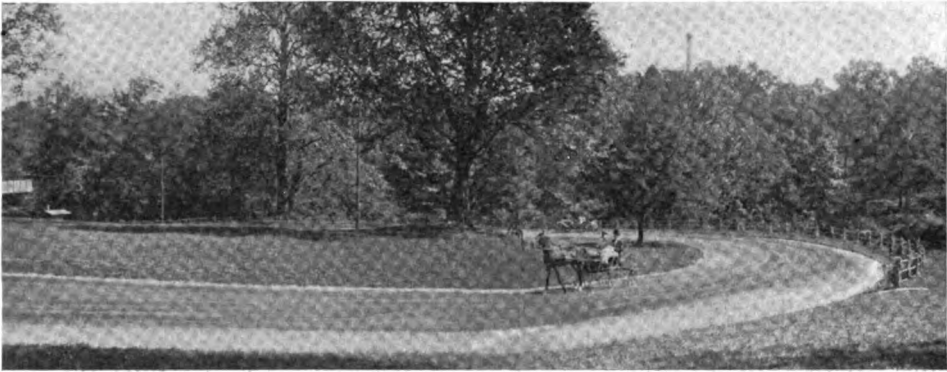


COURSE OF FAIRMOUNT PARK RACE

the city of Founders' Week, the lists for the event closed to-night. Under an A. A. A. ruling only two cars are allowed to the mile, and the Park course is eight miles in length.

These sixteen cars do not represent the full number of those desiring to

Six-cylinder Locomotive car, Louis J. Bergdoll; 28 hp. Maxwell, A. H. Bitner; 45 hp. Stoddard-Dayton, A. C. Miller; 30 hp. Peerless, A. C. Maucher; 45 hp. Studebaker, F. H. Yerger; 55 hp. Apperson Jack Rabbit, Geo. Davis; 60 hp. Palmer and Singer, Wm. Wallace; 50 hp. Welch, I. R. Bergdoll; 55 hp. Acme Sextuplet, L.



THE SHARP TURN ON SWEET BRIAR HILL

C. Papchke; 50 hp. Chadwick, John Harkins; 45 hp. Locomobile, Joe Tracy; 45 hp. Locomobile, J. W. Florida; 50 hp. Pennsylvania, Bob Maynes; 50 hp. Lozier, Ralph Mulford; 40 hp. Pullman, Max LaRoche.

The entries make up a very representative assortment of machines, and already preparations are being made upon them for the event. The course will be thrown open on Monday morning from daybreak to seven o'clock for active practice, continuing until Friday,

when after the speed trials the course will be given its final treatment. Up to date the city has nearly completed the re-surfacing of the entire circuit without expense to the club, and Mayor Reyburn and the other municipal officers have taken pride in going over the route almost daily to see that their instructions are carried out.

Over four miles of new macadam was laid, brick pavements were torn up and new ones substituted, and during



SHARP TURN UNDER RAILROAD BRIDGE

the latter part of the week the entire eight miles will be oiled with the exception of a short stretch, which will be watered and rolled. The turns have been dug up at the order of the Mayor and rebuilt, so that the eight miles will present one of the safest courses for speed work ever presented to a group of racing men. Camps have been arranged for and hospital stations placed at every point thought necessary.

The Quaker City Club's racing committee consists of Chairman A. K. Cumner, Dr. J. R. Overpeck, F. M. Johnson and P. D. Folwell, and these men are extremely busy going over the course, planning and discussing ideas tending to the safety of the contestants

and the spectators. Their work has been well done throughout.

Charles J. Swain, who has been appointed to act as patrol judge on the day of the race, has issued a call for volunteers from the Signal Corps of the State Militia, to accept service as flagmen.

G. Douglass Bartlett, counsel for the Quaker City Motor Club, has deposited with Thomas S. Martin, secretary of the park commissioners, a bond for \$25,000, which will indemnify the city against suits for damages growing out of accidents. Mr. Bartlett also deposited a check for \$2,500 to indemnify the park commissioners for damage to the roads over which the cars will run.

Savannah's 16,000 Capacity Grandstand

So great is the interest in the forthcoming Grand Prize race, which is being promoted by the Automobile Club of America, and which will be run at Savannah on Thanksgiving Day, that

members and their guests. Each box contains six seats, and is so arranged that it commands a perfect view of the course. The prices are as follows: Boxes, \$50; parking spaces, \$25; re-

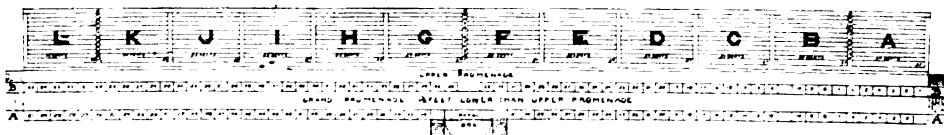


DIAGRAM OF GRANDSTAND, SHOWING "ROYAL BOX"

reservations have been made for nearly all of the staterooms and berths on the steamship "City of Savannah," and possibly another steamer will be chartered. Members desiring to make reservations should so advise the club secretary, so that proper accommodations can be procured. Railroad and special train facilities will be announced later.

Boxes and parking space reservations are now being made, and applications should be sent to the office of the secretary of the A. C. A. A large section of boxes have been set aside for club

served seats, \$3. This includes both the Grand Prize race and the Light Car race on November 25.

The new grandstand is now practically completed. It has a seating capacity of 16,000, and the arrangement of the seats will be seen by an examination of the accompanying diagram.

The Bureau of Tours of the Automobile Club of America will take charge of all cars in New York, clear them through the custom house, deliver them in Savannah and return them to New York.

A Remarkable Endurance Run

No better proof of the efficiency and reliability of the present-day automobile could be produced than is found in the outcome of the Endurance Run of the Bay State Automobile Association from Boston to Bretton Woods, White Mountains, and return, which occurred on Wednesday and Thursday, September 23 and 24. At 10 o'clock at night 22 cars left the headquarters of the association in the Carlton Hotel and 24 hours later nine of them had finished with perfect scores. Seven of the nine cars went over the route a second time, starting at 10 o'clock Friday night, in the endeavor to produce a winner. The effort was unsuccessful, and four of the cars were sent to Portland, Me., at 6 o'clock on the morning of September 20.

Just prior to the start Arthur Knights got away as a pilot, and was followed by the others at one minute intervals. Among the drivers was one woman, Mrs. Stearns, who was at the wheel of an Overland. From the clubhouse the route was over Massachusetts Avenue to Cambridge, thence by the way of Somerville, swinging to the Revere Beach boulevard. From this point the Glidden tour route was followed as far as Portsmouth; that is, through Lynn, Swampscott, Salem, Beverly, Wenham, Hamilton, Ipswich, Rowley, Newburyport, Salisbury, Seabrook and Hampton. From Portsmouth the trip was through Rochester, the Ossipees, Conway and North Conway, Intervale, Crawford Notch to the Bretton Woods. The schedule called for a rest of one hour here for breakfast, at which time the drivers were allowed the privilege of stopping their engines, this being the only time on the entire run that they were allowed to do this, and this, also, was the only time during the 24 hours that they were allowed to stop without

losing time, excepting when they had tire troubles.

It was figured that the Bretton Woods would be reached about 9 o'clock in the morning, and it was for this reason that the run was started during the night instead of during the day. The night start allowed the drivers to take their cars through the mountain paths and roads in daylight. While at Bretton Woods drivers could be changed.

During the return trip the Twin Mountain and Profile houses were passed, and then the climb over Mt. Agassiz and through North Woodstock, Thornton, Plymouth, Bristol, Franklin, Concord, Manchester, Nashua, Lowell, Winchester, Arlington, Cambridge and back to the hotel, where the first car was expected to arrive at 10 o'clock Thursday night, barring troubles.

The cars and drivers follow, starting in the order named:

Pierce, Harry Knights; Marmon, F. E. Wing; Buick, A. H. Waitt, Lancia, W. Hilliard; Lancia, Harry Fosdick; Buick, La Caine; Shawmut runabout, H. Church; Overland, F. Wentworth; Overland, Dore; Chalmers-Detroit, O. Light; Rambler, E. W. Williams; Franklin, Carrus; Studebaker, W. Jones; Cadillac, Smith; Oldsmobile, Snyder; Corbin, S. F. Goss; Overland, Mrs. Stearns; Stevens-Duryea, Canterbury; Reo, F. H. Pratt; Buick, Coakley.

At the end of the original run 9 cars had perfect scores, two of which—a Buick and a Reo—were withdrawn when it was decided that the tie should be run off by covering the same route a second time. The other 7 cars were a Studebaker, Marmon, Lancia, 2 Shawmuts, Franklin and Oldsmobile. As a result of the second round, 3 cars lost points, the Lancia runabout, the Shawmut touring car and the Oldsmobile. The former came to grief at Bret-

ton Woods on account of running short of gasoline, the result of which was that the engine stopped for about 20 seconds. Going over a bad spot in the road the Oldsmobile lost points and the Shawmut lost its points on account of arriving at the Boston control on Saturday night late.

Monday, September 28, the cars were sent over the road to Portland and back, a distance of close to 180 miles, in 10 hours. Four cars started from the White garage at 6 o'clock with perfect scores. Portsmouth was first reported, and F. E. Wing in the Marmon was the first to reach that city, getting there at 8 o'clock, the other three cars following through within the hour.

From Portsmouth clear to Portland the roads were miserable, and it was this part of the journey that put the Marmon car out of commission. At Wells, about 28 miles from Portsmouth, the car slid into a ditch and the front right wheel dropped off. Late in the afternoon Wing had repaired the injury and drove back to Boston, but withdrew from the contest. The three cars left arrived in Portland and after one hour's rest started back to Portsmouth, where all three arrived with a little time to spare. From Portsmouth into Boston the good roads aided the drivers in getting a slight lead on the schedule and, with quite a few minutes to spare, the Shawmut arrived at the Boston central first, the Franklin second and the Studebaker third, all ahead of time.

Tuesday, September 29, the three cars were sent on another journey, this time to Portland, Me., where a control had been established; thence to Poland Springs, Bay of Naples, Fryeburg and Intervale, which was the end of the trip and where they were to remain for the night. The next day, Wednesday, the run was to start from Intervale, and be continued with the night stop at the Profile House, and then the mountains

traversed until there is left in the contest but a single car.

Tuesday night found the tie unbroken and the Studebaker, Shawmut and Franklin still with perfect scores.

\$1,000 Prize Goes to Wilbur Wright

To Wilbur Wright, the "Man-bird," goes the \$1,000 prize offered by the aviation committee of the Aero Club of France for the best performance by the end of September. On Wednesday, September 30, Henry Farman made his final attempt to surpass the best achievement of the American, and after he had covered $21\frac{1}{4}$ miles in 35 minutes 6 seconds, an accident to the lubricator of his motor compelled him to stop, thus leaving Wright's 30 mile record unbeaten.

Farman Flies 26 Miles

Henry Farman made a flight of 43 minutes in his aeroplane at Chalons-Sur-Marne, France, September 29, covering a distance of 26 miles. As the flight took place after sunset it will not be taken into consideration for the Aero Club Prize.

Mr. Farman said that he descended only because of the danger of becoming entangled in the telegraph wires on account of darkness.

Gross Airship Beats Zeppelin's Record

Major Gross's airship has just beaten all dirigible balloon records by a voyage of very long duration, it having flown for 13 hours without landing for supplies. It will be remembered that the "Zeppelin," in its voyage of July 1 remained in the air but 12 hours without landing, and, in its memorable voyage of August 4 through Germany, but 11 hours.

Dusty Track Retards Speed at Milwaukee

On a track deep in dust, the result of nearly 40 days without rain, the 24-hour endurance contest promoted by the Milwaukee Athletic Club was held at the State Fair Grounds, just west of Milwaukee, beginning at 4 p. m., September 25, and ending 24 hours later. It was witnessed by a crowd that increased from 3,000 during the first day (500 of whom stayed all night) to more than 7,500 on the second day, most of whom remained clear up to the finish.

A 40 hp. Locomobile car, driven by "Bob" Drach and Leiser, won the contest for the third successive year, covering 992 $\frac{3}{4}$ miles. A Mitchell, driven by Mader and Betts, was second with 808 $\frac{1}{4}$ miles, and a White Steamer, driven by Condon and Seyfried, was third with 712 miles. Of the five other starters, two finished and three dropped out.

The highest mileage for one hour was made by the winning car in the eleventh period, ending at 3 o'clock a. m., 50 miles. At the end of the first hour the little Maxwell, which kept ahead of the Locomobile one second on every lap, to the great wonderment of the crowd, broke its flywheel and hit the fence. The driver was unhurt and retained his seat through all, but the machine could not be repaired on the grounds and was forced to retire. In the sixteenth hour the 4-cylinder Jackson, with 350 miles to its credit, lost its left front wheel and went through the fence, but the driver and mechanic kept their posts and escaped uninjured. The front axle was badly bent and the car could not be repaired in time to go on to the finish. These were the only accidents, and as there was a minimum of damage to life and cars, the club officials express themselves as highly gratified at the successful contest under adverse track conditions.

The Locomobile was the star of the meet in everything. It averaged well above 40 miles, but its driver, like all others, feared to let her out because of the track conditions. "Bob" Drach drove most of the time. Fred Leiser, his relief, made the best time of the race in the eleventh hour, scoring 50 miles.

Friday's Events

Five miles, for gasoline stock cars selling at \$3,000 and under.—Pope-Hartford, owned by Emil Estberg; Harry Nelson, driver, first; Maxwell, owned and driven by E. F. Sanger, second; Buick, owned by Bates-Odenbrett Co.; J. Heber, driver, fourth; Jackson, owned by Gove Auto Co.; H. B. Robinson, driver, fifth; Chalmers-Detroit, owned by W. L. Hibbard Motor Car Co.; A. W. Griner, driver, sixth. Time, 1.15 $\frac{1}{2}$, 2.20, 3.24 $\frac{1}{2}$, 4.29 $\frac{1}{2}$, 5.35.

Ten miles, for gasoline stock cars selling at \$2,500 and over, for W. L. Hibbard Cup.—Pope-Hartford, Nelson, first; Chalmers-Detroit, Griner, second; Jackson, Robinson, third. Time, 1.34, 2.42, 3.46, 4.51, 5.52 1-5, 7.10 1-5, 8.16, 9.20, 10.32, 11.30.

Exhibition race against track record of 56 $\frac{1}{4}$, made by Oldfield.—R. W. Harroun, in "Ormondo," five miles, 1.01, 1.02, 1.03, 1.04, 1.04.

Saturday's Events

Ten miles, for stock runabouts and touring runabouts selling at any price, for Augy Jonas Cup.—Pope-Hartford, Nelson, 11.04; Buick, Heber, 13.04.

Five miles, for gasoline stock cars selling at \$5,000 or under, for Louis Esser Cup.—Pope-Hartford, Nelson, 5.33 3-5.

"Judge Neelen 5-Mile Race," for all cars that have exceeded speed limit in Milwaukee and whose drivers have been fined by Judge Neelen.—Peerless, Milbrath, first; Buick, Heber, second; Pierce Arrow, Hamilton, third; Locomobile, Schandelin, fourth; Rambler, P. C. Avery, fifth; Buick, Brenckle, sixth. Best time, 6.09 4-5.

Match race, five miles, between 6-cylinder, 90 hp. and 4 cylinder, 60 hp. Stearns.—Four-cylinder, driven by Nelson, first, in 6.18. Six-cylinder blew up tire on fourth mile, after having easy victory, and was forced out. Six-cylinder's time, 1.02, 1.05, 1.03, 1.03 $\frac{1}{2}$; driven by C. N. McNeil.

San Mateo, Cal. Meet a Success

The second annual track meet of the Olympic Athletic Club of San Francisco took place on Sunday, September 20, at Tanforan Park, San Mateo County, Cal., and was a brilliant success. Though the morning was foggy, it cleared and the day was bright and warm. The electric street cars and special trains were crowded; many went out in horse-drawn vehicles, and 750 motor cars were at the track. The interest was kept up all the afternoon. The most successful car was the Stoddard-Dayton, which won all three races in which it started. The White made the best time of the day for one mile, its second in the eighth race being covered in 1.02. The Stoddard-Dayton made the fastest time (5.21) for five miles in the second five miles of the third event, and also the fastest time for ten miles (11.11 2-5) in the same event.

The arrangements were good, but some of the cars were very slow in coming from the paddock. Between the second and third races a sprinkling cart created a mud-hole at one of the turns and caused trouble for the Comet and White, but no mishap occurred. The automobile commissioner of the Olympic Club, who managed the races (J. A. Kennedy), received a load of flowers and a laurel wreath. The results of the races were as follows:

First Event.—Five-mile motorcycle race—W. G. Collins, first; A. Chelini, second; F. Karslake, third. Time, 5.20 1-5.

Second Event.—Five-mile race for automobiles driven by members of the Olympic Club—C. S. Howard, in a Buick, lead and was never headed; Max Rosenfeld, in a Peerless, second; M. Boas, in a Thomas, third. Time, 6.07 1-5.

Third Event.—Ten miles, for automobiles listed at not more than \$2,750—Stoddard-Dayton, driven by Wiseman, first; Chalmers-Detroit, driven by Bert Dingley, second; Buick, driven by Howard, third; White, a close fourth. Time, 11.11 2-5.

Fourth Event.—Five miles, for motorcycles—A. Chelini, first; F. Karslake, second. Time, 5.52.

Fifth Event.—Ten miles—Buick, driven by Howard, took lead and kept it all the way; the Sunset, driven by Hart, second; Buick, driven by Frank Murray, third. Time, 12.10 2-5. The Sunset would have made a closer race had its driver not turned wide and lost headway.

Sixth Event.—Ten miles—Stoddard-Dayton, driven by Wiseman, first; Chalmers-Detroit, driven by Bert Dingley, second; 30 hp. White, third; 20 hp. White, retired. The Chalmers-Detroit went to the front at the start, but was passed in the third mile. Time, 11.25.

Seventh Event.—Novelty race—Drivers left cars on starting line and went back fifty yards, sprinting thence to cars, cranking them and going round the track once. White Steamer was away first; Murray, in Buick, second; and Howard, in Buick, third; Free, in the Comet, fourth. Free finished first. Buick, second. Time, including the drivers' sprint, 1.41 3-5.

Eighth Event.—Ten miles—White got away first and was never caught; Peerless, second; 60 hp. Thomas touring car did not finish. Time, 12.16.

Ninth Event.—Free-for-all, ten miles—Stoddard-Dayton, first; Comet, driven by Cooper, second; Comet, driven by Free, third; White did not finish. Time, 11.23. Cooper drove his Comet wide at the turns, while the Comet driven by Free blew out a sparking plug, and the White had trouble with its generator.

It is interesting to note that the winning Stoddard-Dayton's time for the three races in which it finished first was remarkably even; in the third race it covered the course in an average speed of 1.06 1-5 per mile; in the sixth race at an average speed of 1.07 4-5; and in the ninth race at an average speed of 1.07 4-5.

An Acme Sextuplet has been ordered for Fire Chief Croker, of New York, after trying it out and finding that he could get 60 miles an hour out of it.

Orville Wright Gets Extension of Time

Secretary Wright, of the U. S. Navy Department, on September 29 approved the recommendation of the acting chief signal officer of the army that Orville Wright's contract time for delivering his aeroplane to the government be extended to June 28, 1909. This was done in order to allow Wright ample time to recover from the injuries he received at Fort Myer.

The application for an extension was signed by Catherine Wright, a sister, who has been at Orville's bedside since shortly after the accident. September 28 was the last day on which Wright had to deliver his machine to the government under the original contract.

It is felt that the machine already has demonstrated all that its inventors claimed for it—in fact, they claimed nothing for it except that it would come up to the War Department specifica-

tions, and while these specifications seemed extraordinarily exacting when they were issued a year ago, the machine met them so easily in the preliminary flights that the officers looked upon the problem of flight as already solved.

The machine is the only one so far demonstrated that is admitted to have a real system of control in the air, and while the accident that resulted in the death of Lieut. Selfridge is regarded as deplorable, it has not affected the belief of the department in the soundness of the theory on which the machine is built.

Wright is much better, and the surgeons at the post hospital at Fort Myer, where he met his accident, believe he will be up and about even sooner than was expected. He will not be able to take any active part in aerial experimentation, however, for some months.

America's Representatives Off for Berlin

The two aviators who are to represent America in the Bennett Cup race, to be held in Berlin October 10, sailed last week. They were A. Holland Forbes, who will pilot the only American-made balloon in the race, the Conqueror, of 80,000 cubic feet capacity, and N. Henry Arnold, who will have charge of the new balloon St. Louis, built in Paris this summer by the St. Louis Aero Club in expectation that Lieut. Frank P. Lahm would be able to take the place selected for him on the team.

With these two pilots went Augustus Post, secretary of the Aero Club of America, as Mr. Forbes's aid, and Henry J. Hewat as Mr. Arnold's aid. In Paris they will join J. C. McCoy, the third member of the American team, who has been abroad nearly a year, and

after witnessing the Grand Prix balloon race in Paris on October 4 they will start for Berlin. The men all spoke very confidently of America's chances of winning the cup.

A large delegation of members of the Aero Club were on the pier to see their officially delegated sky pilots sail, among them being Alan R. Hawley, acting president of the club; A. N. Chandler, Thaddeus E. Gray, William J. Hammer and George H. Guy.

Order for 50 Wright Aeroplanes

An order has been given a French factory for 50 aeroplanes, to be built from designs furnished by, and in accordance with the patents of Wilbur Wright.

Cuba to Revive Its Winter Race Meetings

The Cuban race meet of two years ago is to be repeated on February 1, 1909. The Cuban Automobile Association has the matter in charge and has enlisted the support of Governor Magoon and other prominent people.

According to present plans the races will be held during the first part of February, probably beginning on the first day of that month, says the *Lucha* of Havana. The local association will make up a good purse as a guarantee. This will be augmented by the contributions of the manufacturers of the contesting machines (sic), and it is expected that a large number of people will visit Havana to attend the races. At that season of the year the Florida resorts are crowded and the automobile races will be simply another temptation for these tourists to take a run over to this beautiful country.

The grandstand will probably be placed just this side of Guanajay, easy of access, because of the service furnished by the Havana Central and the United Railway. The splendid roads will enable many to run out in their machines or in their carriages. The start will probably not be made at the grandstand, but perhaps near the Ceiba del Agua, so that the partial lap and three full laps will complete the 100 miles in front of the grandstand. Arrangements are to be made at once for the selection of a suitable site for the finishing point and subscriptions are to be taken for the erection of a permanent grandstand, where the automobile hosts will annually gather from Europe and America to vie with one another for the speed records of the world. The promoters feel confident that the event will be a most successful one.

London Paper Offers a Large Prize to Aviators

The *Daily Mail*, of London, offers a prize of ten thousand pounds (\$50,000) to the person who shall succeed in flying from London to Manchester, according to the following conditions: The aviator will have to rise at any point within less than five miles from the office of the *Daily Mail* in London and land within less than five miles

from the office of that paper in Manchester. The duration of the flight must not exceed twenty-four hours. Two landings will be allowed for taking on supplies. The flight will have to be accomplished by exclusively mechanical means.

The competitors must be members of some aeronautic club.

Dixie II. Makes Phenomenal Time

Dixie II. is king of all motor boats. Her performance of last week, when she made a nautical mile in 1m. 54 4-5s., or 36.08 land miles an hour, was completely cast in the shade on September 24. Sent around a triangular course measuring 10 nautical miles, she finished the distance in 18m. 17s. This figures out the amazing speed of 32.7 knots, or 37.6 statute miles, an hour.

It is thought that even this is not her limit, but this is not likely to be known for some time.

The feat was accomplished on the Hudson River, during the motor boat carnival of the Colonial Yacht Club, at the foot of 138th Street, and was the most sensational event of the meeting, which came to a successful close last week.

ISOTTA FRASCHINI Is First

Isotta wins Savannah Stock Car Race of 342 miles, averaging 50 miles per hour.

Isotta wins Briarcliff Stock Car Race of 260 miles, averaging 49 miles per hour.

Isotta wins Lowell Stock Car Race of 250 miles, averaging 53.6 miles per hour.

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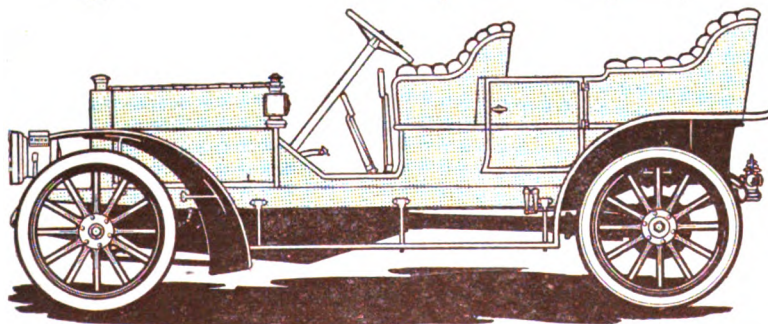
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Mention "Automobile Topics" when writing.

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NEW 1909 PRICE LIST

In Effect October 1, 1908, Superseding all Others

AMERICAN SIZES

Size	Price	Size	Price
28x3	\$8.60	31	15.20
30	9.25	32	15.35
32	9.45	34	16.70
34	9.55	36	18.15
36	9.75	32x4½	17.35
28x3½	11.85	34	19.35
30	12.10	36	20.70
32	12.60	34x5	20.10
34	13.25	36	21.60
36	14.10	34x5½	21.50
30x4	15.10	36	22.15

METRIC SIZES

Size	Price	Size	Price
860x85	\$13.25	875	16.70
710x90	11.85	915	18.15
760	12.10	820x120	17.35
810	12.60	850	18.35
840	12.80	880	19.35
870	13.25	920	20.70
910	14.10	1020	22.15
960	16.70	1080	24.00
1010	18.15	895x135	21.50
765x105	15.10	935	22.15
815	15.35	1000x150	28.00

NOTE.—A discount of five per cent. will be allowed if cash accompanies order; otherwise these prices are net.

The price at which each tube must be sold will hereafter be printed upon the tube as well as upon the box, and the tubes must be sold under the agreement contained upon the tag attached to each tube.

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Mention "Automobile Topics" when writing.

Arranging for New Massachusetts Numbers

Already the Massachusetts authorities are arranging for their supply of 1909 automobile number plates. It has been decided that in place of this year's numbers, which have blue letters on a white background, the 1909 numbers will have white letters on a blue background. An innovation is to be a special number plate for members of the diplomatic corps of the different countries. This will be a plate bearing a big "D" before the private owner's number of registration, in the same position as the dealer's naught symbol "o" before his especial number. The diplomatic corps and secretaries of legation are flocking more and more to the Beverly and Manchester shores, as well as into Berkshire to Lenox and Stockbridge. They claim exemption under the code existing between nations from the Massachusetts automobiles regulations.

Up to this year an automobile number plate when once attached to a machine could remain there as long as the automobile itself was in commission. Now, however, since each owner is required to pay the new annual registration fee inaugurated by the legislation of 1907, he must discard his old number plate and use a new one. So far as possible the highway commission will

give out a new plate with the same number as the old one, but as stated the ground work color is changed from white to blue, while the figures are changed from blue to white. This is done, of course, to make it easily discernible whether the owner of a numbered car has registered his machine for the new year or not.

The total number of plates called for under the new contract is 35,640, and it is expected that it will be awarded next week, when the bids will be opened. There are to be ordinary plates for individuals in sets of two with numbers running from 1 to 16,000. For dealers there will be numbers running from 01 to 03000, in sets of 12, with different final letters on each of the 12 to accommodate dealers having a number of machines. For the members of the diplomatic corps there are to be 20 sets of two each made with numbers running from D1 to D20.

The contract will call for the delivery of at least 5,000 individual plates and 75 dealers' plates by December 15, and the delivery of the entire lot by February 1, 1909. The price agreed upon is to be paid for additional plates of either class if more than the original number called for are required later.

Work on Eastern Parkway Extension to Begin

After six years of hard work, the Law Committee of the Long Island Automobile Club has succeeded in initiating the first actual work toward the extension of Eastern Parkway through Cypress Hills Cemetery to Forest Park. This committee, of which William P. Richardson is chairman, followed the matter step by step until the Legislature passed a bill providing for the extension. The committee then procured from the Board of Estimate and

Apportionment an appropriation of \$500 to cover a preliminary survey. This appropriation will enable the committee to begin the actual work of the improvement.

The second annual Buffalo Power Boat and Sportsman's Show will be held at Convention Hall, Buffalo, under the auspices of the Buffalo Launch Club, the week of March 7 to 13.

How Ryus Got to the Top of Mount Baldy

The annual "Century Race" from Los Angeles (Cal.) to Fenner's Mine, on North Baldy, was run September 20, and won by H. D. Ryus in a 20 hp. White Steamer. He reached North Baldy, which is at an elevation of 7,600 feet, in 3 hours 35½ minutes, beating his own best previous time of 4.18, and defeating a Kisselkar, the time of which was 4.13½. The Kisselkar lost 20 minutes from carburettor troubles and 30 more from punctures. A rear tire on the White burst at the top of the Baldy grade, but no other mishap befell it.

The course for this "Century Race," as it is called, is through the city of Los Angeles, up the San Fernando Valley, over the Newhall Grade and the rough Antelope Valley, into the mountain, the roads being steep nearly all the way.

H. D. Ryus, the winner of the race, is making a short visit in the East. He gives some interesting details of the contest, which was full of thrills and exciting experiences.

"This is the third time that the race has been contested, and it is the third time that I have won the event with my White Steamer," he said. "F. C. Fenner, the owner of the famous Big Horn Mine at Mount Baldy, three years ago offered a perpetual challenge medal for an annual race from Los Angeles to the mine. The entry fee is \$1,000 a car, and the fees go to the winner. An interesting condition of this race, and one that might well apply to the other contests, is that the losers shall make no public statement of their reason for not winning until 60 days after the event.

"For this year's race, held on September 20, I first entered by 30 hp. White Steamer, but as no other entries were in sight, I changed my entry to a

20 hp. White, and thus secured considerable competition. The distance of the race is 103 miles, and I made the journey in 3 hours and 35 minutes, cutting a good slice from my former figures. The first 37 miles of the journey is over fairly good roads, and I negotiated this part of the trip at the rate of nearly 50 miles an hour. Next the road led through the Soledad Canon where, in a distance of 18 miles, we had to ford a mountain stream 74 times and to cross the tracks of the Southern Pacific 26 times. Then came a long pull through the sand across the Mojave Desert, and then we entered the mountains. In the last seven miles the road ascends 5,000 feet. To indicate the dangerous character of the going and the numerous places where a miscalculation on the part of the driver would send the car over the side of the cliffs, I might point out that this year, as in former years, I was compelled by the accident insurance companies to write out a release of claims for any injuries received on the trip.

"You are right—it is no competition for the 'weakling' or the 'mollycoddle,' and one must have supreme confidence in his car."

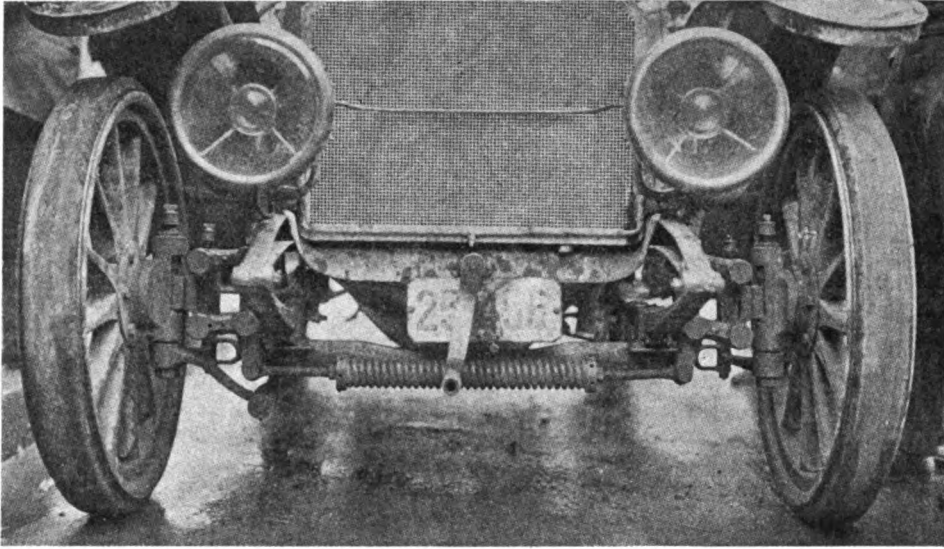
A Wonderful Record

Almost express speed has been made between Pittsburg and Philadelphia by S. D. Waldron, a Detroit motorist. He recently drove from the Smoky City to Philadelphia in 14 hours and 1 minute. The distance is 302.4 miles. The Allegheny Mountains have to be climbed, and much of the going is very rough. The feat was accomplished on September 12, and followed trials in which the time was cut down from 17 hours and 25 minutes.

The Granieri Suspension

There has recently been introduced abroad a type of suspension called the "Granieri," and designed to supplant the pneumatic tire. Many inventors have experimented along the same lines, but all thus far have failed. This is not

tions, alone works. In strong oscillations, however, it comes into contact with the lower leaf and causes it to bend and depress the extremity of a lever which is fulcrumed around a fixed point, and the other extremity of which



THE SUSPENSION FITTED TO A CAR

because the problem is insoluble, but for the reason that it is a very difficult one. The solution that consists in replacing pneumatic by solid rubber tires, with the addition of a suspension that is more or less mechanical, as in the Granieri arrangement, has hitherto proved somewhat unsatisfactory, even when success in absorbing part of the road shocks has been obtained.

In the Granieri suspension, which seems thus far to have given very satisfactory results in the tests to which it has been submitted, the springs, as may be seen from the figures, are full elliptic. The lower one is an ordinary leaf spring, while the upper consists of two leaves having a different curvature, and the upper one of which, in slight oscilla-

acts through a bell-crank upon one of the ends of a horizontal helical spring under the car. Upon the whole, the arrangement is very ingenious and occupies but little space.

A car fitted with new suspension recently reached the Porte Maillot, Paris, en route for Brussels after making a successful tour of Europe in passing through Rome, Milan, Turin, Brussels, Berlin, St. Petersburg, Vienna and Lyons, and covering a distance of over 1,200 miles.

The Phillips Drayage Company, of Sacramento, Cal., completed arrangements with the Pioneer Automobile Company to handle the Chalmers-Detroit and Thomas cars in that city.

Road-Making Methods Compared

Some interesting comparisons between methods of road construction prevailing in different States have been made as a result of a tour of inspection completed last week by a number of Rhode Island officials. Headed by Colonel Robert F. Rodman, State Engineer, members of the State Board of Public Roads, with a dozen invited guests, most of whom were legislators, made a tour of inspection of the northwestern section of the State. Four automobiles containing the party left Exchange Place, Providence, at 10.20 Friday morning and reached the city that evening at 6 o'clock, having covered nearly 100 miles. In the party were: John H. Edwards, chairman of the State Board of Public Roads; Robert B. Treat, Frederick E. Perkins and John F. Richmond, members of the board; Robert F. Rodman, State Engineer; Peter J. Lannon, clerk of the board, and the following guests: Sheriff Hunter C. White, Judge Elmer J. Rathbun, Senator William A. Bowen of Warwick, Senator John S. Cole of Hopkinton, Representative John C. Cranston of North Kingstown, two newspaper men and four chauffeurs.

In Connecticut the road workers lay a gravel and dirt foundation one year, rolling it down hard. Then the following year, or some near time when there is sufficient money, a macadam surface is put on over the gravel road. This same plan is used in Massachusetts, it being the belief that any sagging which is to occur will come before the final macadam surface is applied.

Rhode Island's method is to complete the entire roadway at once, laying the road foundation and the macadam surface practically at the same time. This, in Col. Rodman's opinion, is the better and more economical way of building roads, and, besides that, it gives the peo-

ple a chance to enjoy them at once, and not a year or two later.

This State expends on an average of \$5,000 per mile for macadam roadways. Massachusetts and Connecticut have to pay at least \$2,000 more per mile, because of their double work on a single road. In proof of the satisfactory results obtained from the Rhode Island method, Col. Rodman pointed to the stretch of 15½ miles from the Providence line in North Providence on Smith Street to Chepachet, a single stretch of State road. This road was laid three years ago, on an average, and to-day is in almost perfect condition, despite the fact that it is used by automobiles almost more than any road in northern Rhode Island.

Other sections of the roadways were inspected, notably that portion of the Putnam road running from Chepachet to Putnam, Conn., a distance of about nine miles, four of which are in Rhode Island. A two-mile stretch of this road is now under construction by the State, but two more miles to the line are not yet being worked. The difference between the two was noticeable Friday, when the machines plunged from an excellent macadam surface into three or more inches of dust, so deep that the cars were obliged to almost crawl along.

In Connecticut, on this same road, that State is laying a gravel foundation, according to their custom, and eventually will put on a macadam surface. The visit to that section was to see if the Connecticut road was to be made good enough to warrant Rhode Island finishing her portion of the road and making a complete connection.

Another short stretch of roadway near the State Sanatorium at Wallum pond was inspected and was found to be satisfactory, although not yet completed. The members of the board and

the guests were much impressed with the work being carried on by the board, and were entirely satisfied with the inspection.

It has been suggested by Col. Rodman that macadam roadways cannot stand too much automobile traffic. Examples of this were pointed out along the tour. Col. Rodman believes that a road such as is now being built in East Providence in front of the Vanity Fair Grounds is the cheapest and most satisfactory method for automobile traffic.

This stretch, similar to the other portions of road in Charlestown and Narragansetts Pier, is laid with tar processes and is not damaged to any appreciable extent by automobiles. Col. Rod-

man pointed out that one stretch of this sort has withstood automobile traffic for three years without showing a trace of damage. It is his opinion that the State cannot afford to lay macadam on the heavily traveled roads, but that this tar process be used, as the cheapest and most satisfactory.

Luncheon was taken at the Chepachet Inn, where Capt. Walter R. Hazard had an excellent dinner for the guests. Another short stop was made at the farm of Hunter C. White, where the party rested for a few minutes from their dusty ride. With these exceptions, the ride was a continuous one, stops of a few minutes each being made at the places where roads were in the process of construction.

French Photo-Automobile Contest Projected

La France Automobile has organized a photo-automobile contest, which is to take place on the 25th of October, and in which the art of photography, the indispensable concomitant of touring, and which nowadays almost all tourists practice, will play the leading role, speed figuring in the result as a secondary matter.

The following is part of the regulation: The competition will be open to all four-wheeled motor vehicles. The itinerary is as follows: Paris (Porte Maillot), Saint Germain, Poissy, Conflans-fin-d' Oise, Maisons-Lafitte, Paris (Porte Maillot), total 54 kilometres (33 miles). Upon this course the competitors are required to take five photographic views of subjects of their own selection, positives of which will have to be sent to the office of *La France Automobile* during the week following the competition. The best of these will be published in the journal, and ten of the best will be placed on exhibition. The circuit may be covered in either

direction at the option of the competitor. All the competitors that have covered the distance in less than three hours will count one point, in less than four hours, two points; in less than five hours, three points; and in less than six hours, three points.

The prizes, which will consist of objects of art or objects useful to autoists and amateur photographers, will not be classified, but will be selected by the winners in the order of their rating.

No German Exhibition This Year

There will be no German automobile exhibition this year. The Federation of German Manufacturers has decided to organize no exhibition before December 1, 1909, and has confirmed that decision despite the German Imperial Automobile Club's request to the contrary. It is probable that the next exhibition will be held at Frankfort instead of at Berlin.

Tiger Hunting with an Automobile

An Indian magnate, the Maharajah of Datia, who was not only educated at Oxford, England, but has traveled in the United States, is the proud possessor of an American car—a Stearns. The Indian potentate purchased through a New York export company, a big Stearns car, which now supplants the elephant and howdah for tiger hunting. The story is told in an issue of the *Calcutta Statesman*, as follows:

"News came in the other day of a tiger roaming on the banks of the Sindh, near Uchar, a village fourteen miles from Datia City. The Maharajah accordingly motored out to the village with his staff in his American car. That day was devoted simply to observing the movements of the tiger. A goat was tied up and was duly slain by the tiger, who, making for the river bed and placing his prey on the sand close to the water, entered the cool pool

and bathed and gamboled for some time. Having thoroughly enjoyed himself, he came out, and, after feasting in the clear moonlight, took his way back to the jungle.

"Next day the Maharajah sat up for the tiger. The beast returned to his feed, and had just caught the goat by the right ear when the Maharajah fired, hitting the tiger in the head, the first bullet proving fatal. The tiger rolled over on the ground with the goat held fast in his jaws.

"Early in the morning the Maharajah returned in his motor car with the dead tiger placed in the rear seat, the goat still hanging in the tiger's mouth. So fast was the grip that the goat did not fall down, though the motor was run at full speed. It was a very strange sight to see the slayer and the slain driving and driven together and the goat hanging in the jaws of the dead tiger."

Californian Makes Interesting 2,000 Miles Trip

An interesting trip of over 2,000 miles has just been completed by S. O. Johnson, the well-known motorist and prominent lumber dealer of San Francisco. Accompanied by his wife and chauffeur, he traveled in their 60 hp. Thomas car from that city through the northern part of the State, up through Southern and Eastern Oregon to The Dalles, then to Portland and returned via Salem, Roseburg and Grant's Pass. The party were on the road five weeks.

"We left San Francisco and ran through to Redding the second day out, a distance of 260 miles," he says. "From Redding we went out the old Whitmore road to Burney. The roads over this stretch of mountains were bad, being rough and rocky. Then to Dunsmeit, via the Oregon and Sacramento road. From Dunsmeit we had

good traveling to Sissons, to Hambrook and Medford. Going up the Sacramento Canyon road the hills are bad, the grades being so steep that we had to put on all the power in ascending and ply every brake in descending. The roads from Medford to Grant's Pass were fine. We traveled through Albin, Altura, Lake View, Horse Ranch and Scheuin to The Dalles.

"Coming back we shipped the car from The Dalles to Portland, then toured south through the Willamette Valley. This is the worst part of the journey, as the thick adobe makes hard traveling and is a terrific test on any machine. Our Thomas stood every test and was running just as smoothly at the finish as it was when we started. The Diamond tires on the car gave us no trouble."

PREVENTIVES AND REMEDIES

When springs have become rusted up, the only cure is to take them down and remove the rust. This will necessitate jacking up the frame and supporting it while the spring shackles are released and the running gear detached. The springs will then have to be dismantled, each individual leaf cleaned with emery cloth, well lubricated with grease and re-mounted. Do one spring at a time so that the leaves, bolts, etc., may not become mixed. Even in modern cars entirely insufficient facilities are provided for lubricating the leaves of suspension springs. It is generally necessary, once in a while, to jack up the frame and body so that the springs are entirely freed from all weight and hang slack. While in this condition it is possible, by considerable and messy work, to induce some lubricant to find its way in between the shorter leaves. A very thin knife blade, a stiff brush and a thin oil—sometimes only kerosene will get in—are the materials.

When an engine is taken down for its annual overhauling, notice should be taken whether the various brasses are pegged to prevent them from turning, or whether they are merely a tight driving fit in an aluminum boss. Both methods have advantages of their own in the event of the lubrication failing through personal or mechanical reasons. For instance, if the brass be not pegged, and its interior circumference fail to receive lubrication, the brass will seize upon the shaft, and finally begin to revolve with it, so that damage is confined to the aluminum. Few drivers would fail to notice what was happening before the injury had extended further than to loosen the brass slightly in the aluminum, and this could be repaired by fitting a brass of slightly larger outer circumference at small cost. On the other hand, if the brass be pegged, when a shaft seizes, the damage will be more extensive; probably either the shaft will be bent or cracked, or the crankcase split right across. On the above comparison an unpegged brass would seem to be preferable. But the unpegged brass has a special weakness of its own. Whether from shrinkage of the metal after many heatings, or from some other cause, these unpegged brasses

develop a liability to twist and turn in their beds after a few thousand miles, even though the lubrication be perfectly maintained. The instant they begin to turn, however slightly, the circular oilhole in the brass which feeds the V groove running along the shaft with oil gets out of register with the corresponding channel drilled through the aluminum boss holding the brass, and consequently the bearing runs dry of oil, and seizure, partial or complete, follows as a matter of course.

Two things are to be avoided in replacing spark plugs, one being too tight adjustment in a hot cylinder, which makes it almost impossible to remove it afterward; the other being the breaking of the insulation, if of porcelain, through contact with a wrench. Socket wrenches, if made too narrow in the neck, will often cause fracture of the insulator unless held perfectly in line.

How seldom do people take the trouble to thoroughly empty out and wash the interior of gear boxes and crank cases, and yet heaps of metal is worn off the teeth of wheels sometimes. The particles that wear off the teeth of gears are glass hard, as a rule, and form an abrasive powder that, mingling with the oil or grease, attacks the bearings on axles, besides assisting to further demolish the teeth from which it has been detached. A systematic and frequent emptying and sluicing out of gear boxes, differentials and crank pits is a practice much to be commended, and it should be done before fresh lubricant is added, so as not to waste more than is necessary. It is possible where rigid economy is studied to utilize the oil or grease again by warming it sufficiently but gently until all dirt settles at the bottom. In the case of oil the clean portion can then be decanted and, as an extra precaution, filtered, but it should be borne in mind that oil, however carefully cleansed, cannot be used to advantage indefinitely, for it loses its lubricating properties in a very noticeable degree. In fact, one can feel the difference between fresh oil and that which has been used some little time by merely rubbing it between the fingers.

S P O R T S

By coming within eight minutes of the required time, William J. Hammond won the Roadability Run of the Delaware Automobile Association held September 26. Starting from Wilmington, Del., in the morning, a 70-mile route was covered, going in a roundabout way to Coatesville, Pa., and returning to Wilmington. A certain time was fixed upon as the standard, but not given out, and the cars were required to cover the course with the object in view of seeing which could come the closest to the selected time, which was 4 hours and 30 minutes. Cups were offered for first, second and third prizes, Hammond getting the first. Charles C. Kurtz was second, being within nine minutes of the time, and William Stanier won third prize, being within eleven minutes of the required time. There were twenty-three entrants in the run.

In a race at Delorimer Park, Montreal, Sunday, Walter Christie, in his 120 hp. Christie car, broke the Canadian mile record for half-mile tracks, doing the distance in 1.10.

The first flying machine charter to be taken out under Delaware laws was granted last week. The application was made by the Stroebel International Airships Company of Philadelphia, and the capital stock is \$1,000,000. The directors are Charles J. Stroebel, of Toledo, O., and R. Griffin Miller and Frank S. Ritter, of Philadelphia.

A successful and at times very exciting hill-climbing contest was held by the Berkshire (Mass.) Automobile Club on Saturday, September 26. A course on the Pittsfield-Lenox State road, measuring a mile and one-fifth, up Snake Hill and South Mountain, had been selected. Following are the results: Free-for-all, \$2,000 to \$3,500—Won by Philip Rosenbaum, Stearns; second, Crott and Holbrook, Great Barrington, Jackson; third, Stuart H. Clapp, Pittsfield, Berkshire; fourth, L. B. Brague, Hinsdale, Pope-Hartford; fifth, Central Auto Station, Pittsfield, Buick; sixth, William H. Tolhurst, Pittsfield, Berkshire; seventh, Stuart H. Clapp, Pittsfield, Pope-Hartford. Time, 1m. 47s. \$4,000 touring cars—Won by J. M. Carey, Lenox, Pierce Arrow; second, Daniel England, Pittsfield, Peerless. Time, 2m. 7s.

Steam cars—Won by Dr. George P. Hunt, Pittsfield, Stanley; second, Erwin, H. Kennedy, Pittsfield, Stanley. Time, 2m. 54s.

For the first time in several years Rhode Island is to have a race meet on the famous Narragansett Park track, near Providence. Saturday, October 10, is the date selected, and although it conflicts with two other important meetings, the opening of the Long Island Motor Parkway and the 200-mile race in Fairmount Park, Philadelphia, sufficient entries have been received to ensure its being a success. The special invitation race for club members only is a novel feature, and several of the Rhode Island club members have already entered their cars. The park track is rapidly being put in good racing condition. Seven events are scheduled, as follows: 1, stock steam cars; 2, gasoline stock cars, 15 hp. and under, fully equipped; 3, gasoline stock cars, 15.1 to 24 hp.; 4, gasoline stock cars, 24.1 to 40 hp.; 5, gasoline stock cars, 40.1 to 60 hp.; 6, invitation race for club members only; 7, free for all. Archie E. Hughes, of Philadelphia, will be the official starter.

The endurance run of the Michigan Automobile Association, planned to take place September 23-26, has been postponed until October 12-14. The original plans for the conduct of the contest will be adhered to.

Secretary Dai H. Lewis, of the Buffalo Automobile Club, is getting up a party to come to New York for the Vanderbilt Cup race on October 24. The plan is to charter special Pullmans and leave Buffalo on the night of Thursday, October 22, arriving at New York the following morning, Friday, October 23. During the day the Pullman cars will be floated around the river and delivered to the Long Island Railroad at Long Island City. The party will occupy the cars again late on Friday night. Early on Saturday morning the special cars will be sidetracked at Bath Gate Junction near the grandstand and start of the race. Breakfast can be had in ample time to get to see the start of the race, which will be at daybreak on Saturday. At the conclusion of the race the party will again go to their cars, and luncheon will be over by the time they get back to New York. The Pullman cars will again be floated around the river and will be ready for occupancy on Saturday evening, if desired.

C L U B S

A signal victory has been won by the Wilkesbarre Automobile Club, which, for a considerable time has been endeavoring to have declared free the bridges across the Susquehanna River from Wilkesbarre to the west side and one bridge connecting Pittston and West Pittston. The clubmen circulated a number of petitions, and these were presented to the Grand Jury with a great deal of evidence, and the Grand Jury has recommended that the county purchase the bridges and throw them open to all without cost. The sign post committee of the club is now engaged in erecting direction and danger signs on all the main traveled roads in the vicinity of Wilkesbarre, and the work will be finished within the next few weeks. The signs give directions regarding the best roads to be taken to reach Wilkesbarre, and the members of the committee expect to have all the roads within a radius of 250 miles marked with the signs before they finally complete their work.

At Lewistown, Pa., last week, a number of automobile owners met and formed an organization known as "The Good Roads Association of the Juniata Valley." C. E. Wolle, master mechanic of the Standard Steel Company, of Burnham, Pa., was made temporary president; Walter Fosnot, of the "Daily Sentinel," secretary, and B. F. Shelby, A. J. Yeager and Dr. W. S. Taylor were appointed a committee to draft by-laws. The entrance fee was fixed at \$3, and the dues at \$6 per year. One of the first propositions the new organization will tackle is the abandonment of the Lewistown and Reedville turnpike, eighteen miles long, now owned and operated by the Lewistown & Reedville Trolley Company, and the reconstruction of the old State road through Lewistown Narrows. They are in full sympathy with Governor Stuart's idea of putting the old State road in passable condition for automobiles.

The new home of the Bay State Automobile Association in the Hotel Carlton, Boston, was informally opened last week. There was a very good attendance and everybody was delighted with the new quarters, which are far more pretentious than any of the former homes of the club.

The officers of the association, and the members of the house committee, were congratulated on the success of their efforts in providing such well appointed clubrooms. The dining room is very attractive. It is finished with a Dutch effect in decoration, and the reception room and poolroom are also in excellent taste for clubrooms. An orchestra was in attendance, and after a luncheon some of the members joined in popular songs.

At a meeting of the Bucks County Automobile Club, held at Yardley, Pa., last week, it was decided to merge that organization with the Bucks County Country Club, at Langhorne, believing the interests of both societies would be enhanced. Members of both organizations will confer and report next week at Langhorne. The country club is twelve years old and composed of the leading residents of the county.

The new headquarters of the Motor League of Rhode Island are being fitted up in the Crown Hotel, Providence, and will be open to the members and visitors the early part of October. The rooms will be in charge of Secretary Scott, and the Bureau of Information will include statistics, road maps and other features of interest to motorists.

A number of Madison, Wis., motorists have formed the Madison Automobile League. The officers are: W. E. Petrie, president; Dr. Frank Smith, vice-president; A. E. Austin, secretary; M. H. Conklin, treasurer. Judge A. Z. Zimmerman, George Raymer and Frank D. Winkley form the most important committee, the duties of which are to maintain supervision of motor privileges on the beautiful drives built around and among the famous Four Lakes by the Madison Park and Pleasure Association.

With a banquet on the new stone bridge across Fall Creek at College Avenue, and an automobile ride over the city, members of the County Commissioners Association of Indiana were entertained by the Indianapolis Automobile Trade Association, September 25. Sixty-five touring cars were provided for the ride, which terminated at the bridge. Frank Staley, president of the trade association, spoke on "Good Roads."

HIGHWAYS

It is the fixed purpose of the Maryland Good Roads Commission not to buy any turnpikes. The turnpike owners will have to turn them over to the State free if they wish the State to build and maintain roads over the routes. Otherwise different routes will be followed. In Montgomery County forty miles of dividend paying turnpikes have been offered free to the commission. The commission considers this an uncommonly public spirited act and hopes it will be duplicated in other western Maryland and central Maryland counties. The Good Roads Commission has completed all the routes for State roads on the Eastern Shore. The last counties to be considered were Somerset, Worcester, Wicomico and Dorchester.

State Roads Engineer W. W. Crosby, of Maryland, left September 23 for Paris, where he will attend the annual conference of the International Congress of Road Engineers, which will be in session for two weeks, beginning October 10. He will read a paper on macadam, past and future. He will also inspect the tarred macadam roads between London and Birmingham. He will pay his own expenses.

If the present plans of the Bethel, Pa., supervisors are carried out, the speed limit for automobiles passing through that township will be six miles an hour. It is said that when the regulation is enforced it will be the slowest official speed in Allegheny County, although some other townships have declared far something like eight or ten miles an hour. As a number of automobile owning Pittsburg people live in Bethel they, too, are raising their voices against the change, but they are not convinced their arguments will avail much, if anything.

Albany (N. Y.) motorists very much appreciate a plan of the road authorities to abolish the grade of Corning Hill and to improve the Abbey road.

The Bureau of Tours of the Automobile Club of America has sent out the following notices: The authorities at Bridgeport, Conn., stop automobilists passing through Bridgeport to determine if the driver has a license. The new State road along the west bank of Hudson River is finished

from Haverstraw to Rockland County line, leaving a distance, within Orange County, of about 6 miles unfinished to West Point. This new road affords magnificent view and offers 48½ miles of macadam from New York City, either via Weehawken or Fort Lee Ferry. Route card No. 84 covers this route. The Albany Post Road between Ossining and Peekskill is finished, with the exception of about 400 feet, and there is no difficulty in passing that short stretch. Members going east on Boston Post Road are notified that, owing to road construction, a detour is necessary at Rye, N. Y. Just beyond brick pavement at Mamaroneck, instead of taking right fork down hill, keep straight ahead (left fork) into Harrison, following the marks of main travel, always bearing to the right.

The Automobile Club of Buffalo has recently erected road signs on the route between Niagara Falls and Lockport, via Pekin, and several new danger signs have been put up to take the place of those destroyed.

The County Commissioners of Hamilton County, Ohio, in which Cincinnati is situated, awarded the contract a few days ago for the improvement of Blue Ash Avenue, from Cooper Avenue to the Plainfield Pike, and Plainfield Pike, from Blue Ash Avenue to Montgomery Pike, the work costing \$11,154. Contracts were also let for the repair of two bridges on Muddy Creek road. The commissioners passed a resolution declaring it necessary to improve Dawson road, from Miami Avenue to Madeira Avenue, and improve the Cleves road, from Jordon road to the Harrison Pike.

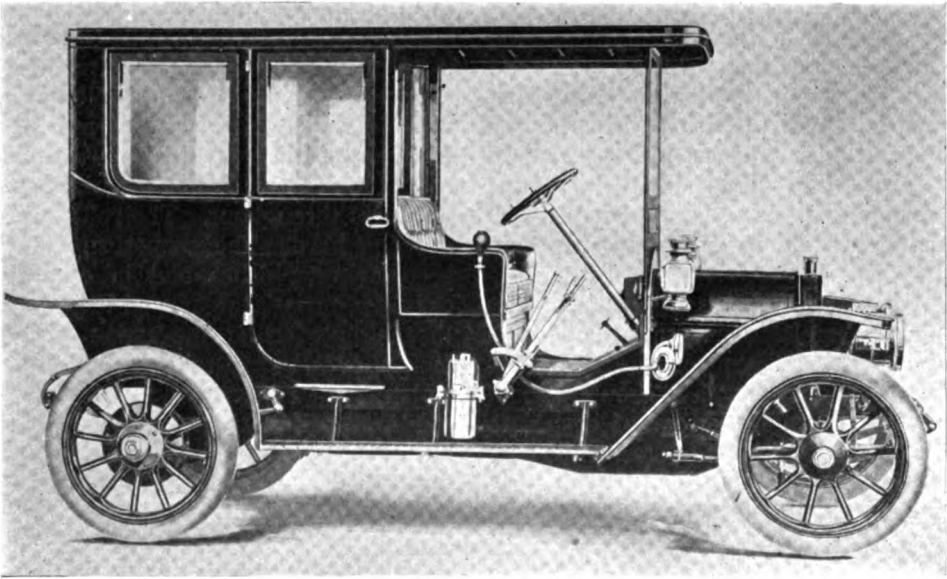
The Automobile Club of Buffalo reports that the road leading from the Wendell Bridge at the Tonawanda Creek through Getzville and connecting with the Main Street road at the first road west of Snyder is being macadamized and about two-thirds completed, and in all probability will be finished this year. The Niagara County Board of Supervisors has ordered the improvement of the road from Wendellville Bridge on the other side of the Tonawanda Creek through Pendleton Center to the Lockport city line, and when this is accomplished motorists will have a considerably shorter route between Buffalo and Lockport.

Bring Out a Chalmers-Detroit Limousine

With its well-known habit of being well to the front, the Chalmers-Detroit Co. has produced its first closed car—a 30 hp. limousine. The car is built upon the regular Chalmers-Detroit "30" chassis, but with heavier tires, and, of

are black, with black goat's skin seats, black silk padded ceiling and black silk curtains.

The unit power plant, multiple disc clutch, three-quarter elliptic springs, extra heavy brakes and other features



course, a lower gear ratio. Two color options are offered, Brewster green or Chalmers blue, the latter being a very rich dark blue finish. With either colored body, the fenders are finished in black enamel. The interior trimmings

of the Chalmers-Detroit "30" are included. Tires are 33x4 all around. The car seats seven persons, and sells for \$2,500. This model is well adapted for city use, and should prove very popular.

New Dow Prices Are Out

A new 1909 price list has been issued by the Dow Tire Co., makers of the Dow inner tube. The new prices quoted on these tubes put them at once within the reach of every owner of an automobile, and the increased mileage which they enable a motorist to get out of standard casings, promises to make them the most economical inner tube

that has yet been put on the market. The Dow Tire Company are gradually opening branches throughout the country, and have just perfected arrangements with the Fisk Rubber Company by which Dow tubes that blow out or are injured sufficiently to need repair can be mended at once at any of the Fisk depots throughout the country.

Copper-Coated Steel Wire

Numerous attempts have been made, both by electrolytic and mechanical processes, to combine in a single wire the tensile strength of steel and the electric conductivity and rust-resisting quality of copper, but to both processes for the manufacture of wire for transmission purposes serious objections have been offered. The coating of copper obtained by the electrolytic method has been found too soft to withstand abrasion, while in that produced mechanically the adhesion between the two metals has not been strong enough to prevent an infinitesimal film of air remaining to start oxidation of the steel and eventually to cause the copper to flake off.

By a process recently perfected by Mr. J. Ferrol Monnot, says the *Electrical World*, a homogeneous union between the two metals is brought about by applying a thick coat of copper to the outside of a billet of steel while both are heated to a high temperature, thus really welding the copper to the steel.

The heat drives out all air and allows the plastic copper to mix with the softened surface of the billet most intimately. Any desired thickness of copper can be applied according to the requirements and the proportionate thickness remains the same in the finished wire.

After cooling, the coated billet is reheated and run through rolls to reduce it to rods and finally to wire $\frac{3}{8}$ -in. diameter. In the drawing mill this is then drawn down to wire of any size. The copper and steel draw down equally and the softer metal has the same thickness throughout. The rolling and drawing harden the copper so that it becomes very dense and in excellent condition to resist wear, and it is stated that so perfect is the union of the metals, even before rolling, that efforts to break the copper away with a hammer on a tongue made by sawing radially into the edge of a transverse section or disk cut from a coated billet have been unsuccessful.

Milwaukee Officials Pleased with Motor Cars

The Milwaukee Common Council has voted to purchase a touring car, to cost not more than \$3,600, for the use of Chief of Police John T. Janssen and the department. The department has been paying more than this sum each year for hired machines for the use of detectives.

The chief of the fire department, superintendent of parks, county sheriff, the superintendent of schools, board of public works and other departments now have cars, and the police department already has a big motor police patrol. The council committee reported that its investigation showed that the saving of motor cars over horses was from one-third to one-half.

There has been no desire expressed by any one to return to the antiquated method of locomotion; on the contrary, every department having a car is enthusiastic over its unlimited possibilities.

In view of the very rapid development and progress of aerial navigation, it is proposed to establish a section at the Royal Polytechnic School of Naples, in which young engineers shall be trained in all that refers to the problems of flight, so far as it is known, both from a theoretical and practical point of view. The proposition is meeting with much favor.

What a Racing Driver Undergoes

The life of the modern automobile driver is not an easy one, if reports are to be believed. This is made quite clear by the description of the course of training and attendant hardships which one such driver, George E. Davis, who will pilot a racing car in the forthcoming race in Fairmount Park, Philadelphia, is undergoing, as the following makes plain:

"Davis is a gentlemanly fellow, with none of the characteristics of a daredevil automobile racing driver; but he has made a reputation for himself as a daring and skillful driver in many thrilling contests. He participated in the Savannah and Briarcliff races, the latter being one of the most gruelling road races ever promoted, a race which thoroughly tested the nerve and skill of every contestant and the reliability of the cars. Davis has a number of experiences to relate and his story of the preparations of the drivers and mechanics for a great contest is interesting to the uninitiated.

"In order to protect themselves against the jarring and vibrating caused by making fast time over rough roads, the driver and mechanics are bandaged from the waist to the hips. Lint bandages are used for the body and tire tape is wound tightly around the wrists.

"During a long race it is necessary to change the wrist bandages as the drivers' wrists become numb, and this work devolves upon the mechanic, and is done while the car is dashing over the road at full speed.

"Only a light breakfast is partaken of, consisting of coffee, rolls and a couple of eggs, nothing that will interfere with the digestion, but sufficient to sustain the men during their struggle.

"Davis says that although it may not be apparent, the drivers and mechanics

are extremely nervous long before the time set for the start of the race. The night before is the most trying for them and, although sleep would seem an absolute necessity, they get very little of it. Each man is thinking of the race and photographed upon his mind is the tortuous course with its menaces, and each is thinking of some way in which they may improve their chances of winning. Ideas will be exchanged in the stillness of the night and daybreak finds the men still planning and consulting with each other.

"Davis is very much pleased with the Fairmount Park course, compared to which he says the Briarcliff course is a mere path with 87 turns, each one apparently more dangerous and harder to negotiate than the previous one. He stated that in his opinion a week's practice would be sufficient for the contestants to familiarize themselves with the 8-mile course in Fairmount Park, and to tune up their cars, but is very reticent when the subject of his car's chances was broached.

French Automobile Exports and Imports

According to *L'Auto*, automobiles to the value of 89,547,000 francs (\$17,909,400) were exported from France during the first eight months of 1908, while during the same period in 1907 the exports were 97,106,444 francs (\$17,421,288.80).

During the first eight months of 1908 the imports amounted to 5,010,000 francs (\$1,002,000), while for the same period in 1907 they were 6,126,000 francs (\$1,223,200).

George N. Davis, formerly publicity man for the E. R. Thomas Motor Company, has gone with the Geo. N. Pierce Company in a similar capacity.

Waiting for the Ideal Differential

A few years ago the differential was a constant source of anxiety to the motorist, as it frequently went wrong, its commonest defect being the seizing of its bearings or the breakage of its pinions, says the *Autocar*. These objections have long since been overcome by improved design and superior material, but for all that the differential is not an entirely satisfactory part of a motor car, and it never will be while it works on its present principle.

As has often been indicated, its defect from a motor car point of view is that it differentiates to resistance instead of to distance, so that when one wheel slips on greasy ground the other one cannot do anything to help its fellow, as the wheel on dry ground or comparatively good holding surfaces becomes, as it were, an anchorage for one-half of the differential, and the consequence is that the wheel on the greasy surface continues to spin without driving the car forward. It would often be a great convenience, especially in the limestone districts in the winter time, if the two wheels could be locked together till a fair start had been made, but this is only a makeshift arrangement after all.

What we really want is something which will practically always lock the two wheels when the car is proceeding in a straight line, and which will automatically release the inner wheel when it is describing a curve. On dry ground the balance gear does better than this, as it drives both wheels in the proper degree for the varying distances they are covering, but it fails directly adhesion is insufficient, and if one wheel slips the other does not help it to maintain the drive. This is not merely an inconvenience when climbing steep places, but it indirectly produces side-slip, because a driving wheel which is revolving without biting the road is

practically a wheel which has lost its sense of direction. In other words, a wheel which is slipping round and round has lost its grip of the road, and is all ready to slip sideways, and it often does so slip. Another objection to the differential is that when the differential brake is applied on a greasy road the tendency is to lock the differential casing so that one road wheel revolves forward and the other backward, a constant cause of side-slip. This objection can be overcome by hub brakes, provided they have an exactly equal retarding effect, and even if they have not their disturbing influence is less than with a differential brake, as they only check the wheels unequally; they do not cause one to revolve backward. The differential is, as is were, a pair of scales; it should be a two-foot rule—a distance measuring device.

However, despite its objections, the ordinary balance gear or differential has been found to be the most satisfactory compromise up to now, and we still wait for the ideal arrangement.

Legislator Aims Blow at Good Roads

INDIANAPOLIS, Ind., Sept. 28.—Representative Miles Furnas, of Randolph County, has introduced a bill in the Indiana Legislature, which is now in special session, to repeal what is known as the three-mile gravel road law. Improvements estimated at \$10,000,000 have been made under the law in Indiana during the last two years. The law forces county commissioners to build or improve roads not exceeding three miles in length upon the petition of fifty taxpayers, provided the proposed road connects two other improved roads. Automobile forces are lined up against the bill, as it will practically stop the good roads movement in Indiana if the law is repealed.

Still Room For Improvement

There is a tendency among some motorists to assume that motor cars have reached a stage of development which is so near the closest approximation to mechanical perfection which man can attain that, to all intents and purposes, improvement of the motor vehicle has arrived at a standstill, and further advances can only be made in details or in durability, says the *Autocar*.

This view is not held by any motorists of experience who are able to appreciate the difference between a very good car and one which is merely good, but if any direct evidence of the fact that development and improvement are far from completed be required, we have only to refer to the action of a firm of pioneer British manufacturers. After careful experiments extending over a year, they have satisfied themselves that it is possible to make a practical all-round improvement on the hitherto universally used mushroom valve and tappet gear. The exciting cause of this improvement is very interesting, and it is another example of the way in which one good car inspires the makers of another to still further efforts.

Looking backward a little, we find the steam car was the only moderately quiet car made, but it acted as a great incentive to the gasoline car makers, and the six-cylinder engine was to a very large extent the direct consequence of the quietness of the steamer, as the beautifully smooth and silent running of the steam car made it desirable, if not necessary, to attempt to equal it by means of an internal combustion engine. Then, on its part, the six-cylinder brought about further and further refinement in running, not only in six-cylinder engines, but also in four-cylinder engines, as their hitherto undisputed supremacy had been successfully challenged by the six. From this time con-

stant efforts have been made to improve engines still more, and now we have the very drastic step by a great manufacturing house which has had the pluck to drop the hitherto universally used mushroom valve and its appurtenances.

But the matter will not end here. However great an advance the new engine may turn out to be, it will stand as a constant challenge to other makers, and by some means or another they will sooner or later equal or surpass it. Mechanical advances are much like athletic and other records—made to be beaten—and therefore we welcome the Daimler step, not only for itself, but because of the incentive it is likely to provide to all who are seriously concerned in striving to bring the motor car nearer and nearer to mechanical perfection.

For instance, it has been generally assumed that for high speed internal combustion engines, such as are used on motor cars, the mushroom valve could not be successfully replaced by any other, but if the new cylindrical sliding valves are found to beat anything which can be effected by means of the most refined system of mushroom valves, there is little doubt that the possibilities of rotary valves and piston valves will be exhaustively investigated. The rotary valve has already been successfully used and is still running most satisfactorily on many large gas engines, while piston valves are widely used in steam practice. There are certain objections to both from a motor car point of view, but they are probably not insuperable, and in striving to overcome them the chances are all in favor of some brilliant designer evolving an altogether new system of distribution which may be superior in every way to anything which has preceded it.

Maxwell-Briscoe Gets a Good Man

Somewhat of a sensation was created in Philadelphia last week when it became known that William F. Smith, long a branch manager of T. E. Jeffery & Company, had resigned to go with the Maxwell-Briscoe Motor Company. He will take charge of the Maxwell interests in Philadelphia and surrounding territory, his title being District Sales Manager. The change takes effect October 1.

It is stated that the Maxwell-Briscoe Company has divided the United States into nine districts, each with a manager and a complete staff, and Mr. Smith will have as his territory the State of Pennsylvania, New Jersey, south of and including Mercer and Orange Counties; the States of Delaware, Virginia, West Virginia, eastern Ohio, Maryland and North Carolina and the District of Co-

lumbia. He will have his headquarters in Philadelphia, which will be made a main distributing point for that section of the country. The factory branch in Pittsburg is included and the local agency will be under the immediate direction of Mr. William C. Longstreth, who has long been connected with Maxwell interests in the Kelsey Motor Car Company of Philadelphia.

The location of the Philadelphia branch has not as yet been decided, but it will be spacious enough to not only give ample room for the local business in showing, selling and caring for Maxwell cars, but it will also give office space for the district manager and his staff, a complete supply of all parts of all models of Maxwells and the space necessary for the distributing of business to agencies.

Successful Season for Makers of Pullman Car

A very successful year was told of at the annual meeting of the York Motor Car Company, which was held at York, Pa., last week. A dividend was declared, officers for 1909 elected, and the company's models for the coming year decided upon.

The new models will be a 30 hp. touring car to be sold at \$2,000 and a 20 hp. runabout to be sold at \$1,500. All the old models will be kept on the market with the exception of the 20 hp. touring car.

The following stockholders, besides the officers elected, attended the meeting: J. C. Schutte, Lancaster; W. F. Lebzetter, Lancaster; John Smith, Lewistown, Me.; Adam W. Sechrist, James E. Crimins and George F. Ryan, of York.

The stockholders elected these officers for the ensuing year: President, S. E. Bailey, Philadelphia; vice-president,

T. C. O'Connor, New York; secretary and treasurer, Oscar Stevenson, New York; general manager, James A. Kline, York, Pa.

New Prices on Continentals

A new price list has been issued by the Continental Caoutchouc Company, makers of the well-known Continental tire. It contains quotations on the concerns entire product, the complete tire as well as the cover and tube separately being listed. Both American and metric sizes are given.

To Make Parts in Kalamazoo

The Kalamazoo Carburetter Company has been formed in Grand Rapids, Mich., to manufacture carburetters, motors and automobile parts. The capital stock is \$7,500, all of which has been subscribed.

Automobile Topics Tour

RENAULT "THIRTY" SPECIAL

An entirely new model of racy appearance, especially built for American roads, high axles, reinforced springs, 10" clearance, 120" wheel base, tilted steering, short levers, large radiator, long bonnet, 20-30 H.P. Renault motor, shaft transmission, four speeds, direct drive on top, Renault patented liquid shock absorbers, chassis weight 2000 lbs.



\$6000

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OTHER TYPES OF RENAULT:

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14-20 H.P. 4- "	\$4250
20-30 H.P. 4- "	\$5250
35-45 H.P. 4- "	\$6750
50-60 H.P. 6-cylinder	\$8250

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Loose Sheets of This and Previous Sections May be Obtained by Remitting Ten Cents for Each

PHILADELPHIA TO HARRISBURG, PA.

From Pennsylvania's largest city to its capital is an easy day's drive, the distance being only 114 miles. The route here given leads through Chestnut Hill, one of the Quaker City's most charming suburbs, and from there on follows the general course of the Schuylkill River to Reading, a busy manufacturing town perched up in the mountains. The remainder of the distance is through a fine farming country.

Philadelphia.

From the Public Buildings center of Philadelphia, keep north about ten squares to Spring Garden Street, to left turn to 25th Street, to right turn one square to Green Street, entrance to Fairmount Park. Follow the East Drive along the Schuylkill River and Wissahickon Creek, keeping right into Lincoln Drive to Wissahickon Avenue. Turn left and follow this avenue to the end at Allen's Lane; turn right into Allen's Lane and follow to Germantown Avenue,

Chestnut Hill (10 miles).

Turn left at Chestnut Hill, and one and a quarter miles beyond take left fork—Perkiomen turnpike—past Mount St. Joseph Academy. About one mile beyond take right fork and continue on pike direct to Hickorytown and Fairview, the latter the highest point between Philadelphia and Reading. Direct on to bridge over Perkiomen Creek, which cross and take left fork to Collegeville. Continue on pike to Limerick Square, to

Pottstown (42 miles).

and Stowe. Cross railroad and follow direct, recrossing railroad at Douglasville, and continue straight ahead to Monocacy and Baumstown, on to Black Bear Inn. Keep left on turnpike, continuing on into Penn Square (double trolley tracks) to square,

Reading (60 miles).

Leaving Reading, go west to bridge over the Schuylkill River, and follow turnpike, taking left fork to Sinking Spring, Wernersville, Robesonia, Womelsdorf, Stouchburg and Myerstown. Still follow direct crossing railroad at Avon, thence on to

Lebanon (87 miles).

Annville, Palmyra and Swatara, which is the last tollgate on the pike. Continue direct to

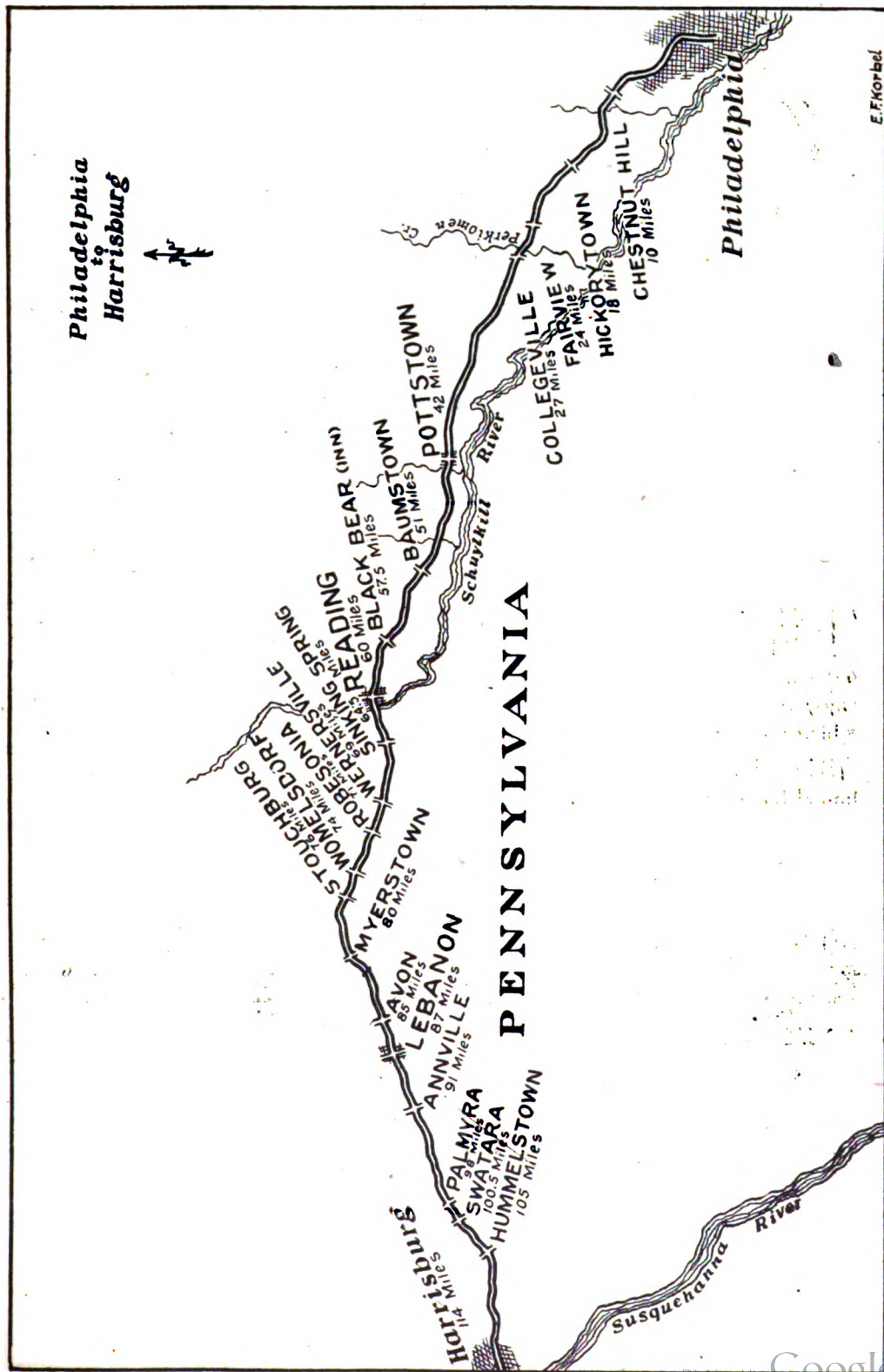
Hummelstown (105 miles).

Thence on to Derry Street, Harrisburg. From Derry Street bear left into Mulberry Street, crossing bridge over railroad tracks to Fourth and Market Streets, thence by left turn to square,

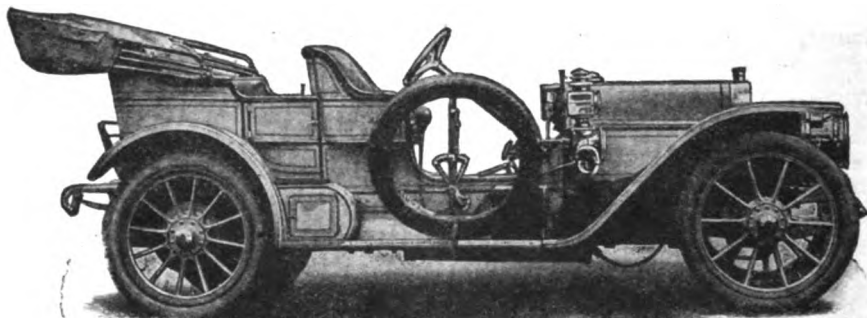
Harrisburg (114 miles).

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Five Passenger Light Touring Car Body, mounted upon a 30-60 H. P. Chassis

THE STEARNS 30-60 H. P. Model is a Motor Car of unusual merit. **Q** Its action upon hills is cyclonic. **Q** Will go faster upon the level than any one cares to travel. **Q** It has that superb abundance of power and speed so keenly enjoyed by the experienced motorist. **Q** In design it embodies only those features which two continents recognize as *best*.

Q STEARNS CARS unfalteringly withstand the abuse which goes with continued hard service upon all kinds of American roads.

For those interested in high quality motor cars, our advance catalog will be interesting

These are the latest Stearns Models:

30-60 h. p. Model

Bore - - - 5 1/4 inches
Stroke - - - 5 1/2 inches
Wheel Base - - 120 inches
Drive: Shaft or Side Chains.
Transmission: Selective — four forward and reverse.

24-28 h. p. Model

Bore - - - 4 1/4 inches
Stroke - - - 4 1/2 inches
Wheel Base - - 116 inches
Drive: Shaft.
Transmission: Selective — three forward and reverse.

45-90 h. p. Model

Bore - - - 5 1/4 inches
Stroke - - - 5 1/2 inches
Wheel Base - - 128 inches
Drive: Side Chains.
Transmission: Selective — four forward and reverse.

Light Touring Car, Pullman, Limousine and Landaulet Bodies

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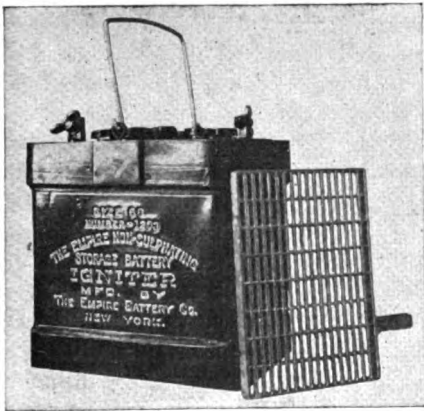
Cleveland, Ohio

Mention "Automobile Topics" when writing.

An Indestructible Storage Battery

A storage battery that is very well spoken of, and is designed especially for automobile and marine gasoline motor ignition work, is the Empire, manufactured by the Empire Battery Co., 68th Street and Broadway, New York City.

The construction of the battery is very simple, consisting of vulcanite compartment jars, the walls of which are 3-16 inch thick. The plates, both negative and positive, are made with the greatest possible care in regard to purity of material and mechanical strength, and are guaranteed not to



grow, buskle, disintegrate or sulphate. The plates are separated by hard rubber separators. Each cell is provided with a cover, made of the same material as the jar. The cover is edged with an elastic acid-proof rubber strip which prevents all leaking or slopping of the electrolyte. Soft rubber cushions are fitted to the bottom of each cell to protect it from shocks and breakage. All the joints are lead-burned. The terminals are of antimonial lead, with nickel-plated thumb screws. The battery is made in three sizes, as follows: Size 46, 4 $\frac{7}{8}$ in. long, weight 25 lbs., 40 amp. hrs., 6 volts; price, \$13.50. Size 66, 5 $\frac{5}{8}$ in. long, weight 26 lbs, 60 amp.

hrs., 6 volts; price, 616. Size 86, 7 $\frac{1}{8}$ in. long, weight 30 lbs., 80 amp. hrs., 6 volts; price, \$20. The width and height in each case is 6 $\frac{1}{4}$ in. and 8 in., respectively.

The battery is exceptionally strong in its construction, and will withstand more rough usage than most others. To meet the demand for a battery that is almost indestructible, this company is now bringing out a battery in a wooden outer case. In all respects the interior of the battery will be identical with that of the rubber case. The efficiency and durability will be the same. The outer case will be of oak, with a wax finish, and will be able to withstand the knocks and jolts that a battery has to stand, especially in garages, factories, etc. This battery will be made in units, as it were, and will enable the manufacturers to put them out at a slightly lower cost than the rubber case one. To wit: Size 46, 40 amp. hrs., 6 volts; price, \$13. Size 66, 60 amp. hrs., 6 volts; price, \$15. The dimensions will be practically the same as the rubber case jars.

Deliveries will be made about October 1.

Shock Absorbers on 1909 Wintons

All 1909 Winton Sixes will come from the factory equipped with a unique and effective shock absorber of Winton manufacture. The device works on principles of friction and spring tension, and differs from usual shock absorbers in that wear is minimized and that there is little possibility for the parts to become loose and rattle.

Employees of the Reo Motor Company at Lansing, Mich., have received checks from the company representing a 5 per cent. dividend on their wages for the last year.

Pope-Hartfords in New York

The Pope-Hartford Auto Company has been organized to look after the business in this well-known machine, and it is making preparations to cater to the wants of New York Pope-Hartford owners, present and prospective, in the manner which Pope patrons have become accustomed to expect.

The new company has for its president H. E. Holt, who, while never having been connected with the automobile trade, has been exceedingly active and successful in other commercial lines. The treasurer is B. E. Fincke, of Newark, N. J., who is also well-known in the trade, and has had many years practical experience in the handling of automobiles. C. A. Dickson, secretary of the company, is well-known in the trade both here and in Newark.

Quarters for the company have been

opened at 1853 Broadway, in the store formerly occupied by the Wayne Company. Attractive cars of the three models put out by the company for the coming season will be on exhibition at the new store at an early date.

The cars of the Pope-Hartford models for the season of 1909 include the model "S" touring car at \$2,750, which is a 30 hp. machine, with many notable features, following to a considerable extent the successful lines which have been pursued in the manufacture of Pope-Hartfords for the last few years. A variation of the same car is the standard roadster with two rear bucket seats, which is an exceedingly fast and racy looking machine, and a pony tonneau car on the same chassis. The price is the same for all these models.

Federal Rubber Company's Move

In consequence of the decision of the Federal Rubber Company, Cudahy, Wis., to engage in the manufacture of pneumatic automobile tires, solid motor and truck tires, solid rubber carriage tires; also a full line of bicycle tires and accessories, two men well known in the automobile trade have become associated with it. One of these is Otis R. Cook, who for twelve years was general representative for the B. F. Goodrich Company in their tire department, and for the past two years has held the same position with the Firestone Tire and Rubber Company. He leaves the latter company on October 1 to accept the position of general manager of the Federal Rubber Company's Tire Department.

He has associated with him Osborne S. Tweedy, who will occupy the position of sales manager, and who will look after all matters pertaining to the sales

at the factory. The latter has been connected with the Diamond Rubber Company for fifteen years as manager of that company's Chicago branch.

The Federal Rubber Co. will have an interesting proposition for large jobbers, distributors and manufacturers. They will put on the market the highest class automobile and motor truck tire that is possible to produce, and their pneumatic automobile tire will be sold to manufacturers and jobbers under special brands and trade marks.

The machinery and equipment is all ordered for this factory, and the first deliveries will be made by November 15.

Chicago's New Cab Company

The Tax-i-Service Company has been formed in Chicago by Dan Canary, a well-known tradesman of that city. Twenty-five Thomas taxi-cabs have been purchased and placed in service.

Rice and Johnson Acquire Waverley Plant

Negotiations that have been pending for some little time were brought to a successful conclusion last week when the Waverley Department of the Pope Motor Car Company was sold to H. H. Rice, manager, and W. C. Johnson, assistant manager of the Waverley Department, representing a syndicate of Indianapolis capitalists, who purchased

1895 he moved to Hartford with the Sales Department, and three years later took charge of the Providence branch. He has been at the head of the Waverley branch since 1904. During his sixteen years connection with the Pope organization he has acquired a wide experience in the manufacture of all types of automobiles, gasoline, steam and electric.

He was a delegate from Rhode Island to the Chicago convention when the American Automobile Association was formed in 1902. As secretary of the Rhode Island Automobile Club, and



WAVERLEY PLANT

the property, merchandise, patents, good-will and business of the plant. The new concern will be known as the Waverley Company.

The new organization will be independent of any other elements of the automobile industry, and will devote its entire attention to the manufacture of the Waverley electric carriages and trucks. The officers are as follows: William B. Cooley, president; Herbert H. Rice, vice-president; Carl Von Hake, treasurer; Wilbur C. Johnson, secretary.

Mr. Rice will continue to act as general manager, with Mr. Johnson as assistant manager. Both are prominent in the electric vehicle industry, having been identified with it almost since its inception. Both came to the Waverley plant in their present positions in 1904.

Herbert H. Rice entered the employ of the Pope Manufacturing Company in Boston in 1892, taking charge of the advertising department, where he wrote the first advertisement ever published for Col. Pope's automobile factory. In



H. H. RICE

later with the Indiana Club, he has been a very active worker for just and fair laws affecting the industry.

W. C. Johnson entered the employ of the Pope Manufacturing Company at Hartford in 1893, and had two years of factory training in connection with the manufacture of the Columbia bicycle. Later he entered the Sales Depart-

ment. Upon the organization of the American Bicycle Company he went to New York, taking charge of the domes-



W. C. JOHNSON

tic sales department as assistant to the vice-president, later having charge of the Eastern distributing branch at New

York. When the Papes bought out the American Bicycle Company he was given charge of the agency department at Hartford. In 1903 he spent six months in Europe closing out the Pope foreign branches. He came to the Waverley branch as assistant manager in 1904. While Mr. Rice has had the general management of the Waverley branch, Mr. Johnson has been in charge of the sales end, and under his direction the business tripled in three years prior to the appointment of the receiver for all the Pope industries.

The factory and sales organization remains unchanged, and the plant and business having been taken over as of July 1, 1908, there has been and will be no interruption of business.

How to Obtain Pirelli Cable

The National Sales Corporation states that D. L. Herman is no longer representing them on the road. The announcement is also made that Pirelli Cable can only be purchased through the National Sales Corporation, or through the Motor Car Equipment Company, the importers.

May Build Airships Next

Now that their automobile has made its successful debut the Studebaker Co are looking forward to the time when they will engage in the manufacture of airships. D. E. Ford, the Studebaker representative, who has just returned from the West, said regarding this:

"With the addition of the new auto buggy we have a complete line of self-propelled vehicles, and the house of Studebaker stands forth pre-eminently as the largest manufacture of automobiles in the world. In fact, I don't see how our line of cars could be improved upon, as it comprises everything in the gasoline line from an 'auto buggy' at the usual popular prices to the finest

and most luxurious limousine. In the electric field the Studebaker line comprises everything from a small runabout to a 10,000-pound truck.

"The only thing left seems to be to make an addition to the factory for the building of airships, and with a complete line of dirigible balloons and aeroplanes we would be well fixed for the conquest of the air.

"However," continued Mr. Ford, "until the demand for airships is more urgent than at the present time, we will probably concentrate on automobiles. But don't for a moment think that we will not be ready to build airships should the demand arise."

America's First Gasolene Car

When Philadelphia celebrates its 225th anniversary, October 7, one of the industrial floats will carry the first gasolene automobile made and sold in America. This car is a single-cylinder Winton phaeton, bought by Robert Allison, of Part Carbon, Pa., April 1, 1898.

It has been in the museum at the Winton plant for several years, and will appear in exactly the same condition as when Mr. Allison last drove it.

The old single tube tires are pretty well dilapidated, but the engine, chassis and body are practically as good as new. Before shipping the car to Philadelphia this week, Mr. Winton started the motor and drove the car around the factory yard. The old vehicle is steered by lever and has a leather dash.

Across the rear line of the body is a row of sharp points designed to keep boys from getting a "hitch behind."

5,000 Miles in India Without a Puncture

A 16-20 hp. "Stella" car, belonging to F. J. Norbury, Esq., fitted with Continental tires, has recently completed a tour of over 5,000 miles on some of the worst roads in India, Malay Peninsula, Straits Settlements, China and Java, including the Poentjak Pass in Java—the

first car to be driven over this most difficult road, consisting as it does principally of loose shingly stones.

During the entire run the tires have not had a single puncture, nor once required inflating from the time they were fixed.

Oakland Company in A. M. C. M. A.

Announcement is made that the Oakland Motor Car Company, of Pontiac, Mich., has been elected to membership in the American Motor Car Manufacturers' Association. This company, of which Edward M. Murphy is president, and Alanson P. Brush, vice-president,

makes a two-cylinder car designed by Mr. Brush. J. B. Eccleston, of 59 Franklin Street, Buffalo, is the sales manager. The company will exhibit its complete line at the automobile show which opens in Grand Central Palace, New Year's Eve.

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Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

Published by AUTOMOBILE TOPICS (Incorp.)

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The A. A. A.'s Old Man of the Sea

Useful in other directions, and in some of its departments—notably those dealing with legislation and good roads—most fortunate, the American Automobile Association has failed dismally, and at times disgracefully, when it came to handling racing matters. Perhaps nine-tenths of the criticism showered upon the organization has been provoked by its mismanagement of such matters. If it had cast racing overboard several years ago, as it should have done, at least where contests on the track were concerned, the probabilities are that the association would now be in tolerably good order and in a position to rally around it all the forces having to do with automobiling in this country. Instead, it has been forced into a losing conflict with one of its subsidiary bodies and routed, horse, foot and dragoons, after a short and most inglorious battle.

An example of the total incapacity of the racing board of the A. A. A., and its utter inability to deal consistently with any subject coming before it, is afforded by the matter of the suspension of the participants in the recent 24-hour race at Brighton Beach track. Not only has the board made itself a laughing stock, but it is guilty of disingeniousness, if not of actual bad faith. A recapitulation of the matter will make this quite clear.

Twenty-four hours before the race was to start the A. A. A. sent out a notice making a definite and unqualified threat that all who took part in the race would be disqualified. From this notice the following extracts are taken:

"Notices have been sent to all of the drivers entered in an unsanctioned twenty-four-hour race to be held this week—to the effect that those participating in this event will disqualify themselves from driving in any future races in this country."

The rule itself reads: "That entry in any unsanctioned race meet, hill climb or other contest; or, authorized announcement to that effect in public print, shall be deemed sufficient cause for immediate disqualification by the Racing Board—of the owner, entrant, driver and car."

Undeterred, if somewhat troubled, by this combined warning and threat, all the drivers, owners, etc., went ahead just as if nothing had happened. The race was run and then the motoring world waited to see if the A. A. A. would cut off its nose to spite its face—*i. e.*, place a ban on the best drivers in this country and thereby cripple its own forthcoming contests, the Motor Parkway Sweepstakes and the Vanderbilt Cup race. Even after the terms of the agreement reached with the A. C. A. had been given out and the "cruel war" thereby ended, those connected with the A. A. A. continued to utter threats. Then the Racing Board met, and it was given out that the head of the offenders would fall. Once more there was hesitation and again the ban was withheld. It was officially given out that: "No action regarding the status of drivers who recently took part in the unsanctioned 24-hour race at Brighton Beach was taken yesterday at a special meeting of the Racing Board of the American Automobile Association."

"The meeting adjourned after a two-hour session, and it was announced by Mr. Jefferson DeMont Thompson, who presided, that another meeting will be held later to consider the possible reinstatement of these drivers and participants in the unsanctioned race."

Unable to act straightforwardly, reluctant to admit that it is afraid to carry out its threat, and yet not courageous enough to acknowledge that it was merely bluffing, the board presents a sad, almost a pitiable, spectacle. It is the Old Man of the Sea that has done and is doing more to hurt the prestige of the A. A. A. than everything else combined.

The A. A. A. is looking for a Moses to lead it out of the wilderness. The strong, farseeing man who will cut the body loose from racing, and especially from the present Racing Board, will be hailed as a Moses on all sides.

What has been a very quiet season, so far as contests are concerned, now bids fair to come to an end in a blaze of glory. The cloud of doubt that enshrouded both of the big events projected for this fall—the Vanderbilt Cup race and the Grand Prize race—have been, to a considerable extent, dispelled. This clearing of the atmosphere has come about largely as a result of the truce arranged between the A. A. A. and the A. C. A., and it now looks as if both events will prove moderately successful instead of, as it seemed certain, both ending in fiasco.

YEAR BOOK, 1908

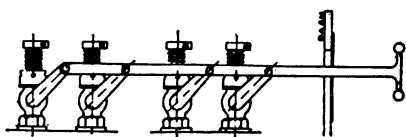
INTERNATIONAL MOTOR CYCLOPAEDIA

1140 Pages; 548 illustrations; Full Leather Binding, \$10.00.

CHANGES AND ADDITIONS (No. 23)

C

Compression-regulator.—A device by means of which the amount of compression in a gasolene motor may be regulated so as not to exceed a pre-determined limit when starting the engine, and thus to prevent back-firing. The device is so arranged that, when in action, any surplus contents of the cylinder above the amount necessary to produce such pre-determined pressure automatically escapes to the outer air. The valve-

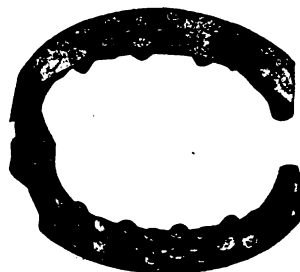


body carries an outwardly opening valve normally retained on its seat by means of a spring. The lead at which the valve will open is readily adjustable by means of a nut on the valve stem. The figure illustrates a new feature in connection with the device—an arrangement for opening and closing the compression-valves of a four-cylinder motor from the dashboard of the car.

Cork Inserts.—Cushions of cork forced under high compression into sockets made to receive them in brakes, clutches, etc. Here they are held in place by their own expansion solely, and the curious result is found that they wear down no faster than the metal in which they are imbedded, while the material retains its frictional and other qualities under constant service for many years. They are impervious to air, water and oil, and the frictional quality of their surface is not diminished or affected by moisture, atmospheric conditions or lubricants. Automobile clutches of either the cone or metal-to-metal variety can be greatly improved in their gripping power by the use of these inserts. In metal-to-metal clutches they are employed in alternate

disks, or in place of leather in leather-faced disk-clutches.

In the construction of brakes, the use of cork inserts gives equally good results. In the figure is shown a brake-shoe made of bronze with cork inserts. When pressure is first applied to the brake, the cork studs, which project slightly above the surface of the metal,

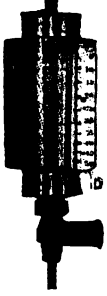


are compressed and consequently set up a frictional resistance. This in itself is very considerable, since the co-efficient of friction of cork to metal is .36 at the least. After the corks have been compressed so that their surface is flush with the surrounding metal of the shoe, the metal comes into contact with the rigid member of the brake and the metallic surfaces in taking the increased pressure. Thus the wear in the cork inserts is negligible.

M

Miloscope.—A speed indicator based on the laws of centrifugal force, but differing from instruments of the mechanical category in being of the hydraulic type. Water, instead of metal, is the medium upon which the phenomenon of centrifugal force is caused to take effect, and such difference is sufficiently fundamental to give the instrument a unique interest. Its principle is that of a vessel containing a liquid, which, as the vessel revolves, rises at the edges and sinks in the center, thus causing a difference in

level which is proportionate to the speed. Such difference of level must be supported by the force, which, in turn, is dependent on the speed of rotation. Thus, by measuring the difference in level, it is a simple calculation to arrive at the speed.



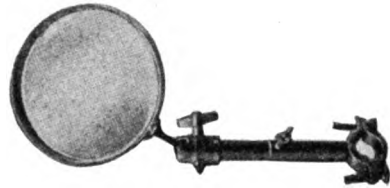
In the Miloscope the revolving vessel consists of an upper and lower chamber, connected by three tubes, C and C', of which the central-member, C' is of glass, while those on each side of it are of brass. The vessel thus formed is partially filled with liquid, and the glass tube contains a float to indicate the level.

The instrument is mounted vertically between bearings provided for it in a stationary external casing, D, which carries a graduated scale. It is caused to rotate bodily by means of a flexible shaft connecting it with a friction drive wheel device mounted on one of the front road wheels of the car.

When it revolves, the liquid is displaced from the central tube into the outer tubes which overflow into the upper chamber, and thus is created a difference of level which depends upon the speed of the car. By suitably calibrating the scale on the casing, the speed may be read direct in miles per hour, a peculiarity of the setting of the scale being, of course, that zero is at the top.

Mirror, Dashboard.—A device, many types of which are now on the market, to permit a driver to ascertain what is

taking place behind his car. Since the ordinary mirror will not reflect sufficient of the road in the rear to allow him to determine the exact position of an overtaking vehicle, most dashboard mirrors are made with a convex surface, the convexity varying both as to the amount and shape in the different types. Some mirrors are made with a spherical surface, in which event they bring into focus not only a considerable view laterally, but also up and down. In other mirrors the convexity is in one direction solely,



that is to say, the glass is slightly curved in the horizontal plane, affording a long panoramic view in the rear.

Too great a convexity will make the image appear very small, and may deceive the driver into thinking that the vehicle which is approaching from behind is a considerable distance off, while too little convexity narrows the view to such an extent that sufficient of the road at the rear of the car is not brought into focus. The driver who adopts any of the numerous styles of dashboard mirror will have, by practice, to discount the amount of distortion caused by convexity, and train himself to judge the distance away of the vehicle as indicated by the apparent size in the mirror.

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News Notes

With the entry of an Acme car, under the conditions of the Grand Prize race, in that event at Savannah, the Acme Motor Car Company, of Reading, Pa., has made good its expressed intention of participating in all the leading events of a contesting character to be held during the year. The company has by degrees formed a racing team, developed drivers, completed its detailed arrangements and is likely to be heard from as a prominent factor in racing from this time forward. The car which will appear in the twenty-four hour race at Brighton Beach has already been shipped to New York and will be thoroughly tried out on the Brighton Beach track and prepared for its long race, while the most careful plans for managing that race are being perfected by representatives of the Acme Company and of Cordner & Flinn, the New York agents. In addition the car, which will be seen in the Vanderbilt and Savannah races, a 70 hp. creation, with all the speed and power which is necessary to make it an important contender, is being carefully tuned up and worked out at Reading, and will be early on the ground to be tried on the Long Island circuit. The headquarters for the Acme crew and car will be at the cottage of Dr. Bross, near the cup course, and these quarters are now being prepared for the reception of the racer. Immediately after October 24 the car will be sent back to Reading, and when such changes as are necessary for the Savannah race have been made to the car, it will be shipped to Savannah in order that the course at that point may be thoroughly tried out.

An unusual feature of the automobile business at the present time is the remarkable number of sales made by mail order. This style of selling cars has grown to such an extent that it will soon demand a great deal more attention from the dealers than heretofore. E. P. Brinegar, president of the Pioneer Automobile Company, in discussing the selling of cars by mail, said:

"It is remarkable the number of machines we are selling by mail order. No less than twelve orders for Chalmers-Detroit and Thomas cars have been received within the last two weeks through the mail. This fact proves that the average prospective buyer of a motor car has grown to have confidence in the conservative methods of the most reliable motor car agents. Only this morning I opened a letter from a man in Reno and found an order for a Chalmers-Detroit. A great deal of this mail order business is the result of well placed publicity, and it will in the near future become one of the most important features of the automobile selling industry."

A. L. Kull, general manager of the Gyroscope Automobile Company, Inc., has just returned from a visit to the Blomstrom factory in Detroit.

Mosler Spit Fire

REGISTERED U. S. PATENT OFFICE

PLUGS

The Greatest Test of Endurance
the World Has Ever Known

A Triumph for the Spit Fire

The ONLY Plugs in the WORLD
that ACTUALLY Spit Fire



Packed In This Box
For Your Protection
INSIST ON THE
GENUINE
with Name on
Porcelain and Base

REGISTERED
IN THE U. S.
PATENT OFFICE

A. R. MOSLER & Co., 163 West 29th St., New York

The E-M-F. "30"
produced by the
"All Star Cast" has
scored a tremendous hit.

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No Charge Unless Retained.
Can you afford a weak spot in your patent?

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They give, in handy form, accurate
information for more than 200 tours,
covering 30,000 miles of roads.
10 cents each, postpaid

AUTOMOBILE TOPICS, 103 Park Avenue, New York

Mention "Automobile Topics" when writing.

Studebaker

Not "occasional good ones,"
but uniform excellence.

Two 30's and a 40 H. P. Various types of bodies

Studebaker Automobile Co.
South Bend, Ind.

HAYNES

Haynes cars always have perfect
scores in any kind of a test.

HAYNES AUTOMOBILE CO.
KOKOMO, IND.

Oldest Automobile Manufacturers in America Members A. L. A. M.
NEW YORK, 1715 Broadway; CHICAGO, 1702 Michigan Ave.

Rainier

1908 Model D, 50 H. P.

New Factory, SAGINAW, MICH.

COMPLETE CATALOGUE NOW READY

RAINIER MOTOR CAR COMPANY

Broadway, cor. 56th St., New York

GRAY & DAVIS LAMPS

STANDARD OF
THE WORLD

Gray & Davis
Amesbury, Mass.

He drove the first of the stock Gyroscope cars from Detroit to Cleveland, where he established an agency. The first shipment of ten cars arrived in New York on Thursday, and eight of them were delivered to purchasers from the freight house. Mr. Kull expressed himself as very well satisfied with the progress being made at the factory. It is expected that shipments of twenty-five cars a week will be made to agents, who have already contracted for almost the entire output. In fact, from present indications, it will be necessary to increase the force of men at the factory in order to keep pace with the orders coming in. The Gyroscope is so different from the ordinary type of runabout that it attracted much attention in the cities where it has been shown. Mr. Kull was much delayed on his trip by requests from motorists who desired to see "how it works."

An odd instance of how advertising signs along the highway, which some consider so objectionable, may serve at times some purpose beside that intended by those who put them up, was furnished recently by a Chicago man touring in New England. The news of it was received from him over the telephone by the Fisk Rubber Company at Chicopee Falls, Mass. The tourist said he called up to thank them for their advertising signs along the road. He had lost his way at night and had concluded that the Fisk tire signs would lead him to Springfield, which they did. As they were white signs posted at frequent intervals on trees and fences, he had no trouble following them, and he thought the incident sufficiently unusual to call up the factory and tell about it.

Felix Cahn, the well-known banker, has just purchased his seventeenth car, a Palmer & Singer Skimabout, which he will use during the fall months in driving from his country place to his business. Mr. Cahn is a brother of Otto Cahn, who is one of the best known motor sportsmen in the country, maintains a stable of eleven foreign and American cars. This establishment has as superintendent Mr. Jos. Seymour, who sprang into prominence over night as a racing driver by the remarkable showing he made with the Simplex in the Briarcliff Trophy race. Mr. Cahn has just returned from a 15,000-mile trip abroad in this Briarcliff Simplex.

The White Service Company, Philadelphia, has inaugurated a system for the hire of automobiles which is both novel and attractive. Attractive from the standpoint of charge, which is the most reasonable that has yet been applied to automobile service; novel from the standpoint of employing in the service cars of every description, such as runabouts, touring cars and limousines. These steam cars are all of the very latest patterns, kept so beautifully and with such luxurious

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appointments that they present the appearance of private cars. They can be had for shopping, calling, suburban work, touring, or if a person should want one by the year. This service has met with unqualified success and is a distinct innovation in automobile hire.

The Tufts-Justin Company, agents for the Stevens-Duryea cars in Providence, has completed the refitting of the new quarters at the corner of Aborn and Washington Streets.

INCORPORATIONS

Newark, N. J.—United Automobile Dealers' Association, with \$20,000 capital. Incorporators: S. Raymond Clark, William L. Du Hadway and Russell B. Matthews.

Automobile Calendar

October 1-10—Competition in France for Small Commercial Vehicles, organized by L'Auto and by the Poids Lourds.

October 2-3.—Second 24-hour Race Meet of Motor Racing Association at Brighton Beach, N. Y.

October 3.—Automobile Race for Grand Prix cars on Brooklands track, England.

October 4.—Grand Prix of the Aero Club of France at the Tuileries.

October 10.—Race Meet at Narragansett Park Track, under the direction of the Rhode Island and Automobile Club.

October 10.—200-Mile Road Race in Fairmount Park, Philadelphia, under direction of Quaker City Motor Club.

October 10.—Automobile Carnival and "Tour Around the World," in Morristown, Madison and Chatham, N. J.

EISEMANN MAGNETOS ARE THE BEST

Time and again they have proved their superiority over all other magnetos, and stand to-day as the highest type of ignition obtainable

LAVALETTE & CO., 112 W. 42d St., New York

THE STERLING ENGRAVING CO.

200 WILLIAM STREET, NEW YORK
Telephone, 2900 Beekman

Photo-engravings of every description in one or more colors

Complete Catalogues Designed

The largest and best equipped Art Department in the city

REPUBLIC TIRES

Republic Rubber Company
YOUNGSTOWN, OHIO

New York City, 232 W. 58th St.; Boston, 221 Pleasant St.; Philadelphia, 830 N. Broad St.; Chicago, 116 Lake St.; Detroit, 246 Jefferson Ave.; St. Louis, 3964 Olive St.; Pittsburg, 136 Sixth St.; Seattle, 1419 Broadway; Denver, 1721 Stout St.; San Francisco, 119 Beale St.; Los Angeles, 1046 S. Main St.; Cincinnati, 8th and Walnut Sts.; Toledo, 2815 Monroe St.; Indianapolis, 208 S. Illinois St.; Cleveland, 1120 Euclid Ave.



The Only Perfect Plug

Reliance

THEY SPARK IN WATER
JEFFERY-DEWITT CO.
217c High Street, Newark, N. J.

Every car of hundreds built by

THE ACME MOTOR CAR COMPANY

since its start, seven years ago, is still running in the hands of its purchaser. That is one reason why it is called

"THE ETERNAL ACME"

THE ACME MOTOR CAR CO.

Reading, Pa.

DIXON'S MOTOR GRAPHITE

Especially prepared flake graphite for motor lubrication. Increases H. P., saves wear, cuts mileage cost. Get booklet 11 G and sample.

Joseph Dixon Crucible Co., . . . Jersey City, N. J.

Mention "Automobile Topics" when writing.



**"New York to Paris
Race Impossible
Without Weed
Chains"**

Says Schuster, the
driver of the vic-
torious Thomas.

**WEED CHAIN TIRE
GRIP COMPANY**

Moore Street, New York

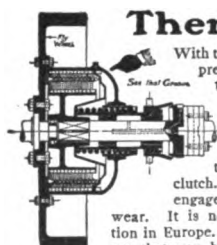
Over 5000 Dealers Have on Sale

a lubricating oil that is most accurately graded for every make of engine made. Nearly all the fastest automobile drivers know

MONOGRAM OIL

from using it in their speed contests. It gives the engine a nice free action and it never smuts or gums.

Columbia Lubricants Company of New York
116 Broad Street, New York



There is a Reason

With the same radius, frictional area and spring pressure, the **HELE-SHAW Clutch** is three times as powerful as any flat plate clutch made. Therefore, with the same radius and frictional area and one-third the spring pressure, the Hele-Shaw Clutch will transmit as much power as any flat plate clutch. Hence, it is more flexible, softer in engagement, less liable to heat, less subject to wear. It is no experiment—there are 12,000 in operation in Europe. Specify the Hele-Shaw Clutch for the car that you buy. It can be easily fitted. Your dealer will readily comply this year to make the sale. *Write for particulars.*

Merchant & Evans Company
Philadelphia, New York, Chicago, Baltimore, Kansas City, Denver

ENNIS TIRES

Stand for quality, because constructed of the **VERY BEST** rubber and fabric.

SEND FOR CATALOG AND PRICE LIST

ENNIS RUBBER MFG. CO., . 22 Commercial St., Newark, N. J.

THE GYROSCOPE CAR

THE SIMPLEST AUTOMOBILE IN THE WORLD

\$750 : : The Price : : \$750

GYROSCOPE AUTOMOBILE CO., INC.,
Gyroscope Bldg., 231 West 54th St., New York City

October 10.—Motor Parkway Sweepstakes, on Long Island Parkway, under auspices of Vanderbilt Cup Commission.

October 11.—Third International Balloon Contest, to start from Berlin, Germany.

October 11-18.—International Congress and Public Exhibition on Roads and Road Making for Modern Locomotion, French Ministry of Public Works, Paris.

October 14-16.—Three-day Reliability and Endurance Contest, under direction of Cleveland Automobile Club.

October 23-31.—Reliability Trials of Industrial Vehicles, under auspices of Austrian Automobile Club.

October 24.—Vanderbilt Cup Race on Long Island, under auspices of the American Automobile Association.

November—Olympia Automobile Show in London.

November 20-28—Stanley Automobile Show in London.

November 25.—Light Car Race on Savannah (Ga.) course, under direction of Automobile Club of America.

November 26.—400-Mile Road Race at Savannah, Ga., under auspices of the Automobile Club of America.

November 28-December 13.—Eleventh Annual Automobile Show, Paris, France.

Mention "Automobile Topics" when writing.

December 31-January 7.—Ninth Annual Automobile Show, Grand Central Palace, New York. Conducted by American Motor Car Manufacturers' Association, with the Importers' Automobile Salon and the Motor and Accessory Manufacturers' Inc. Alfred Reeves, General Manager, 29 West Forty-second Street, New York.

January 16-23.—Ninth Annual National Automobile Show, at Madison Square Garden, under the auspices of Association of Licensed Automobile Manufacturers. M. L. Downs, Sec'y, 7 E. 42d Street, New York.

January 23-30.—Annual Automobile Show in Philadelphia, Pa., under direction of the Automobile Trade Association.

February—English War Office 14-Days Trial for Light Tractors.

February 6-13.—Chicago Automobile Show, under direction of National Association of Automobile Manufacturers. S. A. Miles, general manager.

February 15-23.—Fifth Annual National Motor Boat and Engine Show in Madison Square Garden, New York.

February 27-March 6.—Annual Automobile Show of the Hartford (Conn.) Automobile Dealers Association.

March 7-13.—Second Annual Buffalo Boat and Sportsman's Show, auspices Buffalo Launch Club, at Convention Hall, Buffalo, N. Y.

March 31-April 11.—Annual Monaco Motor-boat Meeting.

COMPLETE COURSE Automobile Instruction

Invaluable to the owner or prospective owner of a motor car

Practical and to the Point

Send for prospectus to the

Correspondence School of Motor Car Practice
Tarrytown, N. Y.

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Double System Spark Plug

—\$2.50—

EDISON AUTO ACCESSORIES CO.
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COMPLETE CARS

Bodies Repaired, Trimmed and Painted. Chassis Repair Dept.

J. M. QUINBY & CO. Automobile Body Builders
NEWARK, N. J.

**Get Automobile Topics Touring
Maps before beginning your tour**

CLASSIFIED ADVERTISEMENTS

WANTED.—A second-hand, four-cylinder, 5 or 7 passenger touring car; equipments complete; in good condition; state number of miles used; lowest price accepted for cash. Address, James M. Carroll, 144 Church St., Torrington, Conn.

WANTED.—An experienced mechanic on automobile manufacture. A man who has had practical shop experience as superintendent or assistant in a successful automobile manufacturing plant. Must be a man of energy and push and accustomed to supervising work on piece system. Applicants will state age and experience, and no applications will be considered unless references are given. Name salary expected. Address "A," care Automobile Topics.

AUTOMOBILE DESIGNER of large experience is looking for position with a large automobile company, or in consulting position. Address, W. A. J., Automobile Topics.

Mention "Automobile Topics" when writing.



THE ORIGINAL



NONE "JUST AS GOOD"

We call attention to the handsome design of our Square Motor Car Lamps, their heavy construction and fine finish.

They embody the only proper method of air circulation (Dietz "Cold Blast" construction), burn with a clear white flame and are free from smoke.

The beveled plate lenses are seated in the frames without solder, and if broken may be replaced without tools.

ESTABLISHED 1840

Dietz "Sterling" Square Lamps

(Kerosene)

NEW PRICES:

Dietz "Sterling," 14 1-4 inches high, polished brass per pair, \$15.00
 Dietz "Sterling Junior," 13 inches high, polished brass " \$12.00

LIBERAL DISCOUNT TO DEALERS.

R. E. DIETZ COMPANY, 60 Lighthouse Street, New York
 PIONEERS AND LEADERS

SEND FOR OUR LARGE MOTOR LAMP CATALOGUE

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

MORGAN & WRIGHT, Detroit Branches, Agencies or Dealers Everywhere

"You Screw the Battery In—We've Done the Rest"

Patterson Wireless Dry Battery Holder

ADMITTEDLY the BEST Battery Equipment for a Car, BECAUSE



Steel Battery Box

- 1st. No binding posts or wires—setting up or renewal of battery as easy as an incandescent lamp—in fact, done in same way!
- 2nd. Connections can't jar loose! Contacts positive and instantly made!
- 3rd. Moulded rubber composition plate over rubber gasket water-proofs batteries absolutely!
- 4th. Automatic bridge in each receptacle permits removal of an exhausted cell without interrupting circuit.



Mahogany Battery Box

You'll not bother with Storage Batteries, after you've seen this battery set.

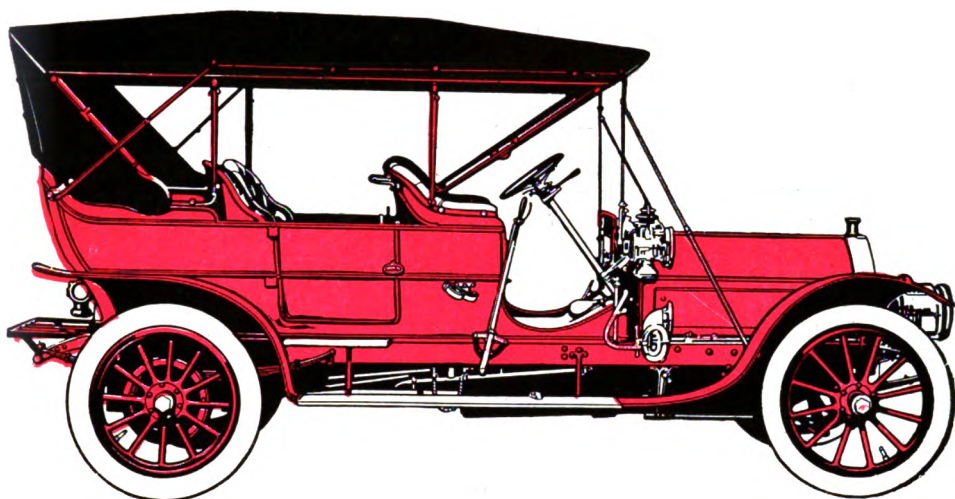
It's IDEAL! Each unit renewable even with your gloves on. The most-talked-of invention in the electrical field!

Send for Bulletin "T."

STANLEY & PATTERSON, 23 Murray St., New York

"Columbia," "Eastern," "Newsmen 1900," "Stackpole," "Red Seal," "Hi-Up," "Meco" and other makes of Batteries now furnished in this "Screw Top" Pattern

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The Great Arrow SIX-Cylinder

If you are an engineer, you will understand a statement of just why six cylinders add to the comfort and luxury of the Pierce GREAT ARROW as well as to ease in manipulation. But even the non-technical motorist, who understands nothing of the working of a gas engine, can appreciate the difference between four-cylinder and six-cylinder cars by riding in them.

THE TWO MOST NOTICEABLE EVIDENCES OF THE NEW TYPE ENGINE ARE THE ABSENCE OF VIBRATION AND THE EASE OF OPERATING

Absence of Vibration is due to the fact that the six-cylinder engine is better balanced and that it exercises a more continuous propulsive effect. In the four-cylinder there is a dying down at the end of each stroke, while in the six-cylinder the strokes overlap, making the propulsion more continuous and more even—less jerky, as it were—this difference being very evident to the occupant of the car.

Ease of running is due to the fact that it is possible to run a six-cylinder car on its top speed at a very slow pace. A car which can be easily handled in traffic on the top speed does away with the constant changing of speed necessary in running a four-cylinder car. This theory works out beautifully in the new six-cylinder Pierce Great Arrow

**HERE ARE THE
1908 TOURING CARS**

4-cylinder Great Arrow, 30 H. P., Price, \$4,000
4-cylinder Great Arrow, 40 H. P., Price, \$5,000
6-cylinder Great Arrow, 40 H. P., Price, \$5,500
6-cylinder Great Arrow, 60 H. P., Price, \$6,500

The Geo. N. Pierce Company,

Members Association of Licensed
Automobile Manufacturers

Buffalo, N. Y.

PIERCE DEALERS

Boston, Mass., J. W. Maguire Co., 745 Boylston Street.
New York, N. Y., Harolds Motor Car Co., 233 West 54th Street.
Chicago, Ill., H. Paulman & Co., 1430 Michigan Avenue.
Pittsburg, Pa., Banker Bros. Co., Baum and Beatty Streets.
Philadelphia, Pa., Foss-Hughes Motor Car Co., 201 North Broad Street.
San Francisco, Mobile Carriage Co., Golden Gate and Gough Street.
San Francisco, The George N. Pierce Co., 762 Golden Gate Avenue.
Portland, Ore., Corey & Wallace Motor Co., 16th and Alder Streets.
Seattle, Wash., Broadway Auto Co., Inc., Broadway and Madison.
Los Angeles, Cal., William E. Bush, 1227-29 South Main Street.
St. Louis, Mo., Southern Auto Co., 1209 Mt. Royal Avenue.
Buffalo, N. Y., The George N. Pierce Co., 752 Main Street.
Binghamton, N. Y., Binghamton Motor Car Co., 172 State Street.
Cleveland, O., Metropolitan Motor Car Co., Euclid Ave. and East 19th.
Spring, N. Y., Corning Automobile Co., 9 East Tioza Ave.
Denver, Colo., Tom Botterill, 1643 California Street.
Des Moines, Iowa, Iowa Auto & Tire Co., 416 Main Street.
Hartford, Conn., Miner Garage Co., High and Allyn Streets.
Detroit, Mich., J. P. Schneider, 187 Jefferson Avenue.
Houston, Texas, Houston Motor Car Co., Prairie and San Jacinto Streets.
Kansas City, Mo., Palace Auto Co., 1408 Walnut Street.

Louisville, Ky., John Mason Straus, 3d and Chestnut.
Milwaukee, Wis., American Auto Co., 187 Wisconsin Street.
Minneapolis, Minn., H. Paulman & Co., 217 Fourth St., South.
Montreal, Canada, Wilson Auto Co., 117 Craig Street West.
Newark, N. J., Ellis Motor Car Co., 222 Halsey Street.
Mobile, Ala., Southern Auto Co., 105 South Conception Street.
Ottawa, Canada, Wilson & Co., 142 Bank Street.
Omaha, Neb., H. E. Fredrickson, 2046 Farnam Street.
Pittsfield, Mass., Central Auto Station Co., 55 West Street.
Portland, Maine, F. A. Nickerson Co., 642 Congress Street.
Providence, R. I., Foss-Hughes Motor Car Co., 512 Industrial Trust Bldg.
Rochester, N. Y., U. S. Automobile Co., 21 Plymouth Ave.
Richmond, Va., B. A. Blenner, 1607 West Broad Street.
Salt Lake City, Tom Botterill Auto Co., 62 West 3d South.
Scranton, Pa., Standard Motor Car Co.
Springfield, Mass., E. R. Clark Automobile Co., 461 Worthington St.
St. Louis, Mo., Western Auto Co., 4701 Washington Boulevard.
St. Paul, Minn., H. Paulman & Co., 202-6 West 6th Street.
Titusville, Pa., Lambert & von Tacky, 16 North Franklin Street.
Toronto, Ont., Auto & Supply Co., Ltd., 24 Temperance Street.
Mexico City, Mexico, Mohler & DeGress, la Independencia 12

Paris, France, N. S. Goodsill (parts only) 22 Avenue de la Grand Armee

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WHITE WINS

A Partial Summary of Victories

MAY 1907—MAY 1908

PERFECT SCORE IN HARRISBURG ENDURANCE RUN

Tying with three other cars in the contest of May 5th-6th, 1907. For result of the "run-off," see below.

FASTEST TIME IN WILKES-BARRE HILL-CLIMB

Defeating 45 high-powered gasoline cars in the great contest on Decoration Day, 1907.

FASTEST TIME IN CLEVELAND HILL-CLIMB

Defeating 40 high-powered gasoline cars.

FASTEST TIME IN CALIFORNIA HILL-CLIMB

Defeating the fastest of its gasoline competitors by nearly two minutes on the 2 7-8 mile hill at Witter.

PERFECT SCORES IN SEALED BONNET CONTEST

Both White cars entered made perfect scores in this contest conducted by the Automobile Club of America

OFFICIALLY OBSERVED NON-STOP RUN OF 1871 MILES

Held under the auspices of the Royal Automobile Club of England and certified by that organization.

FASTEST TIME OF THE SEASON ON THE TRACK

One mile in 1.02, ten miles in 12.54 and twenty-five miles in 29.07 at the Santa Rosa Track Meet.

OFFICIALLY DECLARED MOST EFFICIENT CAR

In the South Harting Hill-Climb, conducted by the Royal Automobile Club, the White won the contest because it developed at the rear wheels a greater percentage of its assigned horse-power than did any other car. The rating assigned to the White was 50 horse-power.

WINS ENGLISH DUST TRIALS

Proving officially that it raises less dust than any other car.

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WON HOWER TROPHY

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PERFECT SCORE IN DETROIT ENDURANCE RUN

PERFECT SCORE IN BALTIMORE SEALED MECHANISM CONTEST

TWO PERFECT SCORES IN KANSAS CITY RELIABILITY RUN

WRITE FOR LITERATURE

THE WHITE COMPANY

CLEVELAND, OHIO

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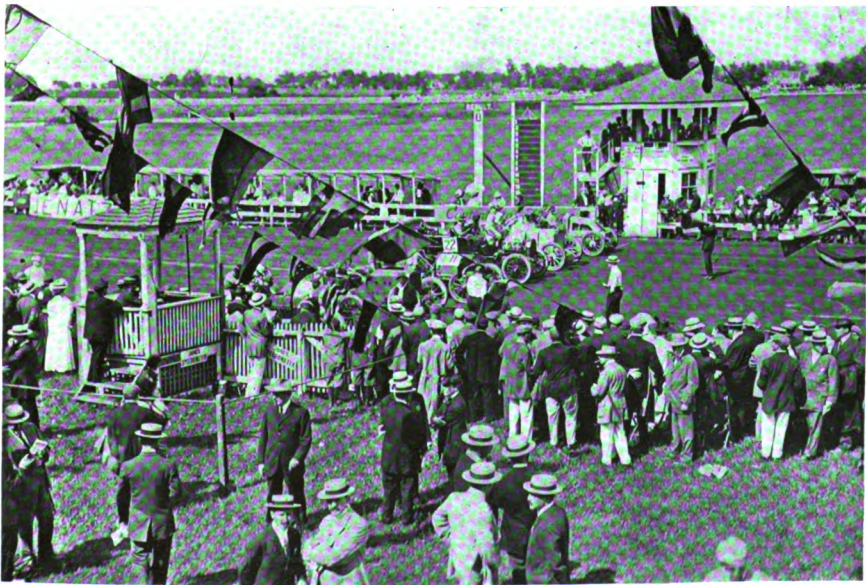
[No. 404.] 8th YEAR.

PRICE TEN CENTS

Vol. XVI

NEW YORK, JULY 11, 1908

No. 14



SCENE AT THE STARTING LINE, ELKWOOD TRACK, LONG BRANCH, N. J., ON JULY 4TH.



ASSEMBLY CHAMBER

STATE OF NEW YORK

ALBANY

COMMITTEE ON MILITARY AFFAIRS
CHARLES M. HAMILTON, CHAIRMAN

June 16th, 1902.

Mr. Alexander Winton, President,
The Winton Motor Carriage Co.,
Cleveland, Ohio.

Dear Mr. Winton:-

If there is a better pleased automobile owner between the Atlantic and the Pacific than myself, I want to know who he is and to compare notes with him.

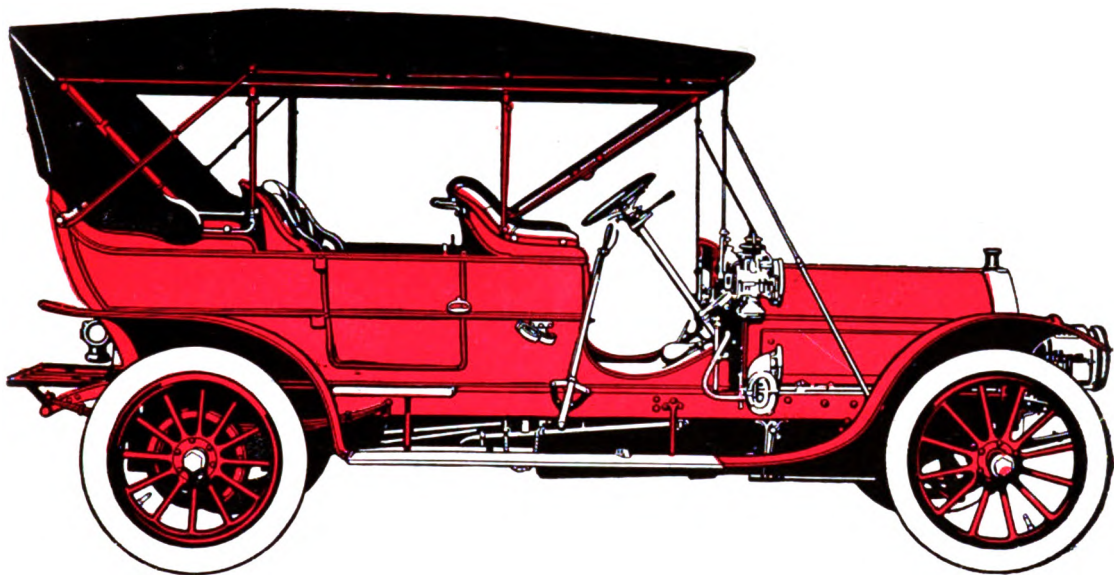
For ten years I have been buying and driving cars, having begun in 1898 with a single-cylinder, from which I advanced by degrees to the double-cylinder, the four and the six. It is the last named car, a Winton Six-Teen-Six, that arouses my enthusiasm to a pitch it had never reached before.

I bought the Six-Teen-Six this spring, anticipating much pleasure in its use, and in every respect my anticipations have been realized. The Six-Teen-Six motor is the sweetest I have ever ridden behind, and the general performance of the car, especially on hills that balk a four, is of a character that justifies enthusiastic praise. Certainly the automobile industry made a long stride forward when it developed the six-cylinder, and to my mind it is only a question of a little time until the superiority of the six will have been so fully demonstrated that the man who buys a four will thereby advertise himself as willing to take less than the best. I could no more content myself with a four-cylinder car now than I could have gone back to a double-cylinder after the four came out.

With my very best wishes,

Yours truly,

C. M. Hamilton



The Great Arrow 6-Cylinder

THE GREAT ARROW SIX CYLINDER CAR is not theory. It is fact. A single experience in a six-cylinder GREAT ARROW will prove that vibration has been reduced to a minimum. This comfort, this added touch of luxury to a car already most efficient in construction, makes the 1908 GREAT ARROW six-cylinder the ideal car for the man who wants everything. The best mechanical description ever written will not be so convincing to you as a single hour's demonstration.

**HERE ARE THE
1908 TOURING CARS**

4-cylinder Great Arrow, 30 H. P., Price, \$4,000
4-cylinder Great Arrow, 40 H. P., Price, \$5,000
6-cylinder Great Arrow, 40 H. P., Price, \$5,500
6-cylinder Great Arrow, 60 H. P., Price, \$6,500

The Geo. N. Pierce Company, Buffalo, N. Y.

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Toronto, Ont., Auto & Supply Co., Ltd., 24 Temperance Street.
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Paris, France, N. S. Goodwill (parts only) 22 Avenue de la Grand Armee

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WHITE WINS

A Partial Summary of Victories

MAY 1907—MAY 1908

PERFECT SCORE IN HARRISBURG ENDURANCE RUN

Tying with three other cars in the contest of May 5th-6th, 1907. For result of the "run-off," see below.

FASTEST TIME IN WILKES-BARRE HILL-CLIMB

Defeating 45 high-powered gasoline cars in the great contest on Decoration Day, 1907.

FASTEST TIME IN CLEVELAND HILL-CLIMB

Defeating 40 high-powered gasoline cars.

FASTEST TIME IN CALIFORNIA HILL-CLIMB

Defeating the fastest of its gasoline competitors by nearly two minutes on the 2 7-8 mile hill at Witter.

PERFECT SCORES IN SEALED BONNET CONTEST

Both White cars entered made perfect scores in this contest conducted by the Automobile Club of America

OFFICIALLY OBSERVED NON-STOP RUN OF 187 1/2 MILES

Held under the auspices of the Royal Automobile Club of England and certified by that organization.

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One mile in 1.02, ten miles in 12.54 and twenty-five miles in 29.07 at the Santa Rosa Track Meet.

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PERFECT SCORES IN ENDURANCE RUNS AT BOSTON, DETROIT, BAL- TIMORE, KANSAS CITY, INDIAN- APOLIS AND ATLANTA.

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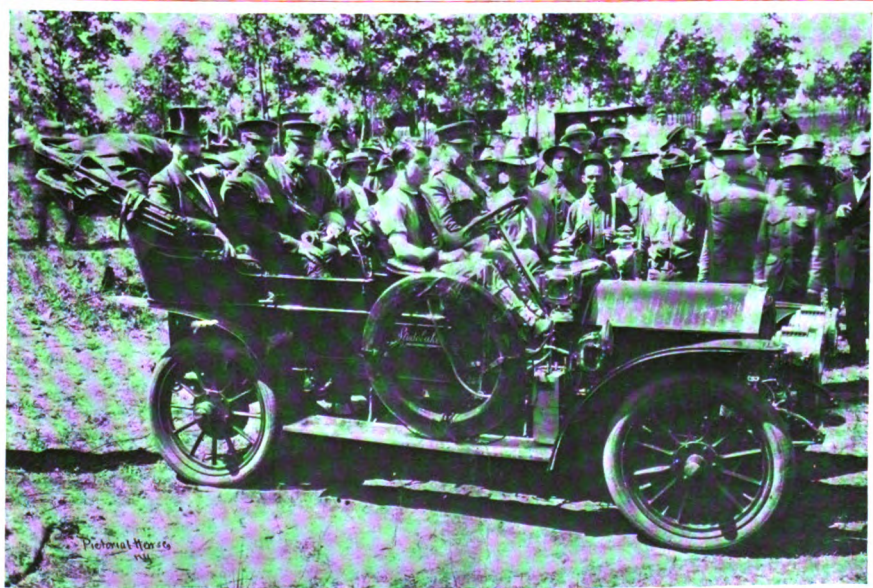
[No. 405.] 8th YEAR.

PRICE TEN CENTS

Vol. XVI

NEW YORK, JULY 18, 1908

No. 15



GOVERNOR HUGHES AND GENERAL GRANT AT PINE CAMP, N. Y., IN THE STUDEBAKER CAR
PURCHASED BY THE U. S. WAR DEPARTMENT

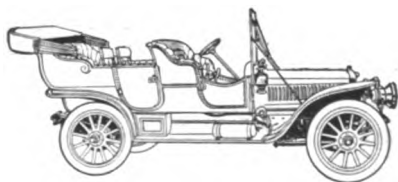
WINTON



FACTS AND FIGURES, NOT HEARSAY, PROVE SIX-TEEN-SIX MERIT

Our \$2,500 contest for Six-Teen-Six Chauffeurs has finished.

Owners and drivers have filed sworn reports of mileage and of repair expenses. These records form the strongest evidence of motor car stability ever presented for the consideration of car buyers; and if you are one of those purchasers who are anxious to escape the annoyance and expense of breaks and balks, you will be interested in this surprising array of facts. Shall we send you the figures?



THE WINTON MOTOR CARRIAGE CO.

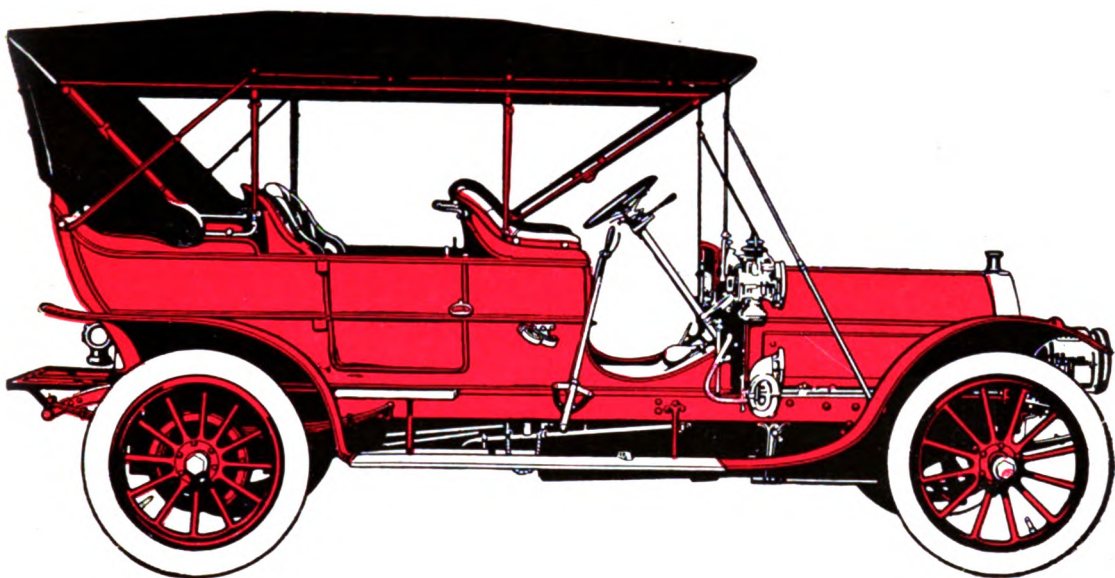
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Branch Houses in

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Baltimore	Minneapolis		

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The Great Arrow SIX-Cylinder

THE GREAT ARROW is now being built with six cylinders, because we believe that it is the next step in the development of the touring car. The advance from four cylinders to six is no more radical than the advance from two cylinders to four. Because we believe that six cylinders will give to a car greater efficiency, smoothness and comfort, we have put six cylinders in the GREAT ARROW for the coming season. We did not do this until we tried out the six-cylinder idea very carefully.

IT is possible to state in print the manifest advantages of six cylinders over four, but no statement, however technical or however complete, will be as convincing as an actual demonstration of a six-cylinder car. The best description of the effect of riding in a car driven by six cylinders is that it is like coasting down a fifteen per cent. grade with the clutch thrown out. It is the nearest thing to gliding that has ever been produced by machinery, so much so that we believe that the six-cylinder is the nearest thing to a perfect application of power for a touring car that has yet been devised by engineers.

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4-cylinder Great Arrow, 40 H. P., Price, \$5,000
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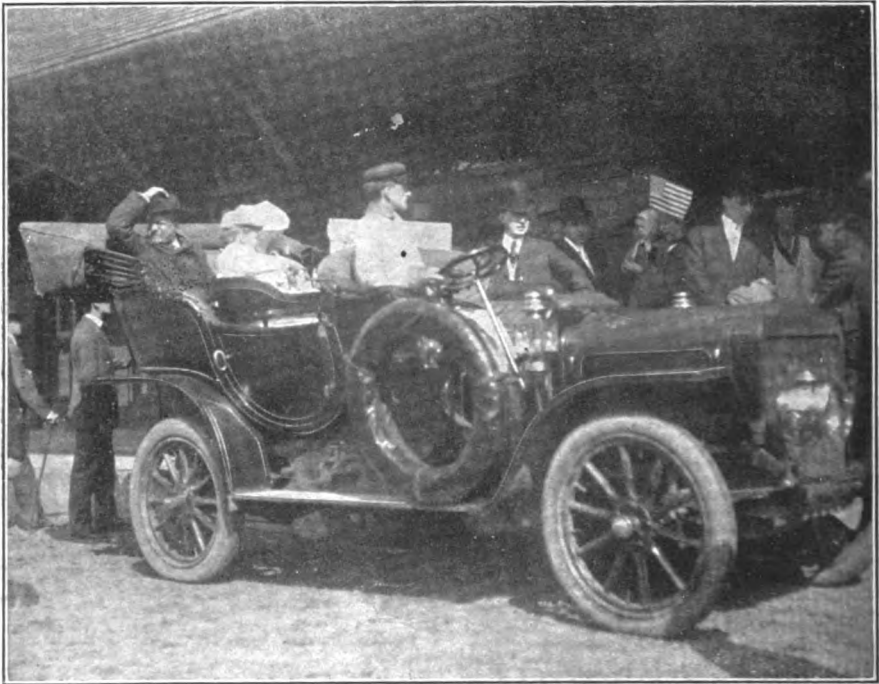
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Paris, France, N. S. Goodsall (parts only) 22 Avenue de la Grand Armee

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The Incomparable WHITE The Car for Service



WRITE FOR WHITE BULLETIN No. 15

The above illustration is reproduced from the new White Bulletin No. 15, an attractive little booklet devoted to some of the more important automobile events of the last few months. The leading articles are "The New Road Record Between San Francisco and Los Angeles," "The Fort George Hill-Climb," "The Quaker City Reliability Contest," and "The Harrisburg Reliability Contest." In addition to these four detailed accounts of White victories, brief space is given to the numerous minor contests in which the White has carried off first honors; also, the activities of private owners of White cars and the doings of "Government White Steamers" in this and other countries receive attention. We believe that you will find this booklet of interest.

A Postal to Us Brings a Copy

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CLEVELAND, OHIO**

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Vol. XVI

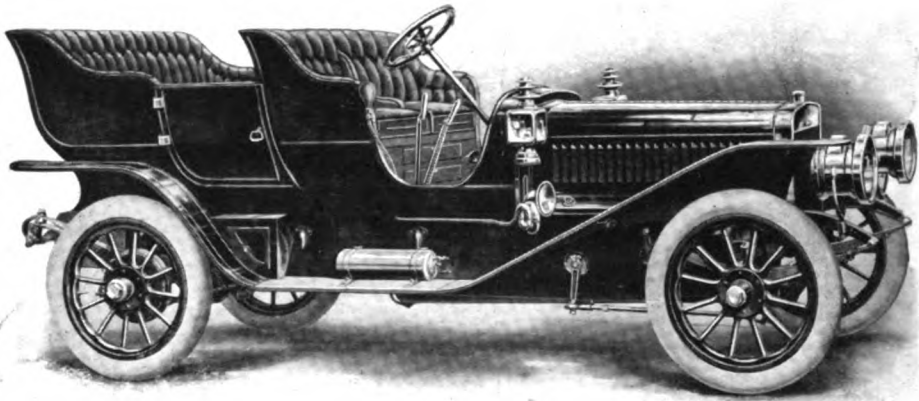
NEW YORK, AUGUST 15, 1908

No. 19



TOLEDO CHILDREN GET A JOY RIDE IN A WHITE CAR

Automobile merit isn't limited to the



WINTON SIX

There are other good cars.

May be you own one.

But if it isn't a six, it lacks qualities worth having.

You can't stretch a yard stick over 37 inches of space.

Physical impossibility.

Likewise it is a physical impossibility to get continuous torque from less than six cylinders. And without continuous torque, it's a physical impossibility to get six-cylinder flexibility, smooth operation, quietness and conquering hill-work.

There are a lot of technical, mechanical reasons why this is so. No mechanical engineer denies them. No man who has ever ridden in a well-made six doubts them. And Winton Six owners are highly enthusiastic in testifying that they must be true because they have been proved.

And best of all (even more important to you than majestic running) is the fact that the Winton Six is at your service day and night, winter and summer, ready to run when you want it, every time, and that at the lowest expense for upkeep ever shown by any high-grade car in America.

Our booklet, "One Dollar Upkeep for 4343 Miles," gives the sworn records of mileage greater than the distance twice around the world at a total cost of \$15.

The Winton Six has the only self-starter we ever saw that is mechanically infallible. That's important if you dislike cranking.

48 H.P. five-passenger Winton Six, \$3000

60 H.P. seven-passenger Winton Six, \$4500

Get our catalog; it is an encyclopaedia of automobile facts. We'll send also our "\$2500 prize plan to benefit owners."

THE WINTON MOTOR CARRIAGE CO. (Member A. L. A. M.)

CLEVELAND, OHIO, U. S. A.

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Mention "Automobile Topics" when writing.

A Consistent Record for a Consistent Car

PIERCE GREAT ARROW CARS WINNERS IN EVERY GLIDDEN TOUR

1905—Won Glidden Trophy from a field of 32 contestants.

1906—Defended and held the Glidden Trophy against a field of 43 contestants.

1907—Four Pierce GREAT ARROW cars made Perfect Scores in Glidden Tour, with a field of 49 cars, two GREAT ARROW cars being in the team which defended and held the trophy for the Automobile Club of Buffalo.

1908—Three Pierce GREAT ARROW cars make perfect individual scores and as a team win the Glidden Trophy.

For the fourth consecutive time Pierce GREAT ARROW cars have carried off first honors in the most famous endurance test of the world, the Glidden Tour; competing in each case against the acknowledged best American and foreign makes.

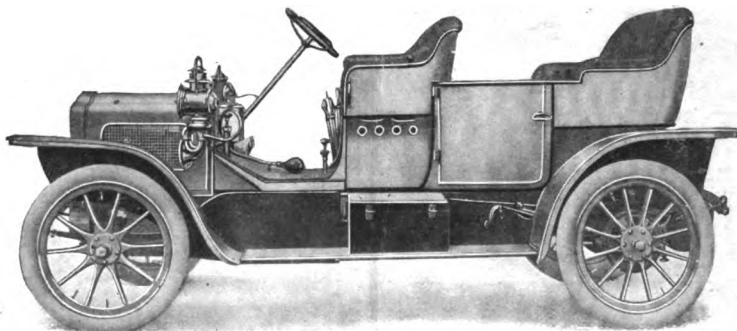
While several other cars have been awarded perfect scores in the last three years of this contest, EVERY Pierce car that has ever been entered for the Glidden Trophy has finished the tour with an unbroken score of 1,000 points to its credit.

PIERCE ARROW RUNABOUT WINS THE HOWER TROPHY—Two Pierce Arrow runabouts were the only cars to finish with perfect scores in the contest for the Hower Trophy.

All types of Pierce GREAT ARROW cars may be seen at and prices obtained of Pierce Arrow dealers in all large cities.

THE GEO. N. PIERCE COMPANY, Buffalo, N.Y.
Members of Association of Licensed Automobile Manufacturers

THE 1909 WHITE STEAM CARS



During the coming season, the White Steam Cars will be built in two distinct models which, while differing widely in size, in power and in price, will follow the same general lines of construction. The horse-power ratings of these cars are based on the actual power delivered at the rear wheels, not merely on formulas or on the power delivered at the engine.

The larger of the new cars is known as the Model "M." It is rated at 40 steam horse-power and sells for \$4000, f.o.b. Cleveland, equipped with acetylene headlights and tank, oil lamps, horn and tool kit. The wheel-base is 122 inches; the front tires 36 x 4 inches and the rear tires 36 x 5 inches. The car is regularly equipped with a straight-line seven-passenger body.

The smaller of the new cars (shown in the above illustration) will be known as the Model "O." It is rated at 20 steam horse-power and sells for \$2000, f.o.b. Cleveland, equipped with oil lamps, horn and tool kit. The wheel-base is 104 inches and the tires, both front and rear, are 32 x 3 1-2 inches. The car is regularly equipped with a straight-line five-passenger body.

The power plants of the two models are identical in design, the only difference between them being in the dimensions of the various parts. The principal mechanical change in the new cars, as compared with previous White models, is in the engine. The new engine is fitted with the Joy valve mechanism, instead of the Stephenson valve mechanism. The valves are driven from the connecting rods, as are the pumps. The eccentrics are done away with and the cylinders are brought close together, permitting the use of a short one-piece crank-shaft, with but two main bearings. The number of parts in the engine is reduced by one-half and the entire construction greatly simplified.

As in previous models, the generator—the simplest steam-making device ever designed—consists simply of a series of coils of steel tubing joined together. The regulating system, whereby the temperature and pressure of the steam remain constant without in any way engaging or requiring the attention of the operator, is similar to that in the 1908 cars.

**A circular containing full details of the new models will
be sent on request**

THE WHITE COMPANY

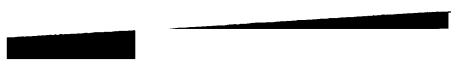
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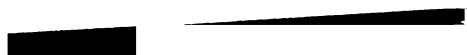
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B'D. JUL 11 1913

